INSIDE TRACK

COIT MEMORIAL

SEE PAGES 2-7

BYLLESBY
MARKET STREET RAILWAY CO.
PIONEERS IN PUBLIC SERVICE

JANUARY 1935

VOLUME 14 NUMBER 1

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor W. B. FARLOW, Art Editor J. H. MENTZ, Official Photographer

VOL. 14 JANUARY, 1935 No. 1

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We Wish You a Happy New Year for 1935

Is our sincere wish for every member of the Market Street Railway Company Family and our friends. We have no better method of saying this than to re-print here the best known outline for success, The Byllesby Code. If you follow these simple rules, you will be above reproach or criticism. You can face the whole world without guilt or apology. Try this method, and you will be surprised at the ease of success. Here it is:

The Byllesby Code

"Deal honestly, fairly and lawfully with all concerned. Make your business and personal conduct above reproach.

"Your business will be most profitable if you charge the lowest possible rates and develop the largest volume of service.

"Try and set a high business standard. Keep the cards on the table. We want no secret deals, no favoritism, no corruption. Sooner or later the people will understand. This course may cause you harder work for a time, but eventually it will make it easier.

"Never forget that your company is a public servant that wants no dollar that it does not fairly earn.

"Take the people into your confidence. Give them the facts.

"Treat your customers as human beings, realizing that mutual good faith and tolerance form the basis for successful commerce between man and man.

"Participate in the public and semi-public welfare activities of your city.

"Maintain the old-fashioned virtues. They will always win in the long run. We are back of you to the last dollar as long as you do your honest best, but we will not forgive any act that is not clean and honorable."

FISHERMAN'S WHARF

In addition to the picture on the cover—with Coit Tower in the background—we have a picture of Fisherman's Wharf, that very interesting spot and a delight to tourists. The picture is particularly good because it shows the fishing boats all tied up at the Wharf. And note San Francisco's popular birds, the sea-gulls sitting on the posts, here and there, surveying the situation.

Office of the President,
58 Sutter Street December 20, 1934.

To All Employees:

Some rumors have reached this office to the effect that the Profit-Sharing checks for the last three months of this year will not be paid. These rumors are without foundation and I wish to say that the Profit-Sharing checks for the last three months of this year will be paid during the month of January, 1935.

Very truly yours,

SAMUEL KAHN, President.

[Editor's Note: While preparing the copy for the printer, the Profit-Sharing checks were distributed to all employees. We print the above notice as a matter of record to the readers of Inside Track.]

New Year's Eve Broadcast

It was while listening to a broadcast of GOLDEN STATE MENU FLASHES, edited by Miss Joan Andrews, that the following dialogue was overheard taking place at ten o'clock, Monday morning, December 31, 1934, between Miss Andrews and Conductor George Dahl of Sutro Division, Market Street Railway Company.

MISS ANDREWS: Speaking about the new year, have you ever stopped to wonder what New Year's Eve looks like from a street car platform? I've occasionally wondered what these patient, hard working public servants think about the people they look after on gay holidays. Sometimes I've suspected that we might be what school boys call a "pain in the neck."

DAHL: Oh, but you're wrong, Miss Andrews! We get a lot of fun out of New Year's Eve.

MISS ANDREWS: Then that proves that all street car conductors have a sense of humor.

DAHL: Oh, I don't know. To have fun on New Year's Eve you don't have to have a sense of humor, but it helps.

MISS ANDREWS: Just the same, a sense of humor must be a big help to a street car man any day of the year.

DAHL: I certainly won't argue that point with you!

MISS ANDREWS: Wait a minute—I almost forgot to tell our listeners who you are.

DAHL: Maybe they've guessed by now that I'm a street car conductor.

MISS ANDREWS: I shouldn't be surprised! But I'm going to introduce you anyhow. Mr. George Dahl has been with the Market Street Railway in San Francisco for the past twenty-four years. When I saw him I didn't believe it, but he swears he is telling the truth. Anyhow, that's his story, and I believe him now, in spite of his looking so young. He has the Sutter Street run, and carmen tell me that the Sutter Street run is the most desirable in the city. How did you get such a good run, Mr. Dahl? Just luck?

DAHL: No. The oldest men in the service get first pick of runs, according to seniority. The younger you are the less choice you have.

MISS ANDREWS: I see. What hours do you keep?

DAHL: My first run starts at 6:15.

MISS ANDREWS: In the evening?

DAHL: No. 6:15 in the morning.

MISS ANDREWS: Ouch!

DAHL: I work until noon, then I'm off until 2:15. I work from 2:15 until 5:15. I like those hours, believe it or not.

MISS ANDREWS: Well, I'm sort of disappointed. I thought that you might be working tonight, while all the celebration is going on.

DAHL: Not this time! I'll be on the outside looking in, for a change. But I've served my time on the platform on many a New Year's Eve in the past.

MISS ANDREWS: Did you really enjoy it? Didn't the customers get in your hair?

DAHL: Well, they do sort of get in the street car men's hair, but none of us—except maybe a few cranky souls who wouldn't like anything—none of us mind all the fooling and noise.

MISS ANDREWS: Do you ever have any trouble with some of the more, well, exhilarated passengers?

DAHL: Oh, occasionally someone will try and get a little tough, but I've found that if you talk with these people in a nice way, just jolly 'em along, you get much better results than when you act hard. Most people are feeling in a very amiable mood on New Year's Eve, however, and it's just a big round of laughs.

MISS ANDREWS: Do they interfere with your work any?

DAHL: Oh, a little. Somebody will always stuff the cash box full of confetti, and the street car men are always draped in a lot of serpentine. But there's nothing serious. Here's something funny that happened several years ago, on New Year's Eve. Want to hear?

MISS ANDREWS: I certainly do.

DAHL: Well, this was when we had the old type cars where the conductor registers fares with his feet.

MISS ANDREWS: With his feet!

DAHL: Yes—there was a sort of button on the platform just like the one now that rings a bell. You know—on the floor of the platform.

MISS ANDREWS: Oh, yes.

DAHL: Every time a fare was paid in those days the conductor stepped on this button and it rang up the fare. Well, this particular New Year's Eve a man got on, feeling pretty gay, and stepped on the button. He stepped on it again and again, and kept ringing up fares. I explained to him that I'd probably have to make up the difference between the cash in the box and the fares that were rung up. So he paid me for all the fares he'd rung up, and then kept on stepping on the button and ringing up more fares.

MISS ANDREWS: Do you mean to say he paid a nickel a ring just to ring up fares?

DAHL: That's right. He liked to hear the register ring.

MISS ANDREWS: Well, well. Here's something you can tell me, Mr. Dahl. I've noticed that the street car service keeps its employees for years and years. Men go to work on the platform and apparently like it so well they stay and stay. Why is this?

DAHL: There's something about it—like railroading or going to sea—that gets into your blood, I guess. One thing I do know—street car platforms are the greatest places in the world to study human nature.

MISS ANDREWS: I can understand that.

DAHL: You certainly get to know people pretty thoroughly, when you deal with the traveling public day after day. It's interesting watching how different people behave when they are on their way. Some people travel in the most absent-minded way.

MISS ANDREWS: What do you mean?

DAHL: They get on a street car, and then apparently forget where they are or where they are going. Those people are always riding past their stops unless the conductor knows where they want to go. And then there are hundreds of people daily who leave belongings on street cars.

MISS ANDREWS: That's one of my failings!

DAHL: The Lost and Found Department does a capacity business at all times. People leave everything from gloves to suitcases. Even children turn up at the Lost and Found office!

MISS ANDREWS: Children! How does that happen?

DAHL: Once a woman got on the car with two small children. When she got off the car, she took one with her, and left the other—a child about three years old—on the car. She apparently forgot she had two children! However, she came out to the Lost and Found Department and got her child back, none the worse for having been mislaid.

MISS ANDREWS: Quite an experience for a youngster.

DAHL: As a matter of fact, I think that it was a similar experience I had as a boy that gave me my desire to go to work on a street car.

MISS ANDREWS: Let's hear about it.

DAHL: One night, when I was about nine years old, I got on a street car with my parents, and promptly went to sleep. When I woke up they had gotten off—and there I was! I went to the car barn with the crew, and I had such a fine time while I was waiting for my folks that I decided to be a street car man.

MISS ANDREWS: That's about the best way of choosing a vocation that I ever heard. Tell me, on these cold days don't you platform men just about freeze, standing out there with the breezes coming at you?

DAHL: We get used to it, and we dress very warmly, and eat a lot.

MISS ANDREWS: Now, we're getting down to business. What kind of food helps you to keep warm?

DAHL: Almost any kind! On a cold evening, though, you will see most street car men racing for a bowl of hot soup.

MISS ANDREWS: Making that early morning run must be hard these cold winter mornings. Do you fortify yourself with a big, hot breakfast before you start out for that 6:15 run?

DAHL: Oh, I don't eat any breakfast before I go to work.

MISS ANDREWS: You don't!

DAHL: No. I go out on my run first, and when my car gets back to the barn I stop and have some breakfast. Most of us eat in restaurants near the various car barns.

MISS ANDREWS: Don't you ever eat at home?

DAHL: No. I eat in restaurants all the time.

MISS ANDREWS: You're not married, then?

DAHL: No. Most of the men in the service are, though.

MISS ANDREWS: Do you do any bachelor cooking at all?

DAHL: Never cooked in my life.

MISS ANDREWS: Oh, dear! I can see right now that you are one person I won't be able to get a recipe from.

DAHL: A recipe! Say, you didn't say anything about a recipe. The only recipe I know is for——

MISS ANDREWS: Yes?

DAHL: Pisco Punch.

MISS ANDREWS: Oh! We'll skip that one. Well, I can't get blood out of a turnip or a recipe out of you. But that's all right. I've got a recipe here that I picked up in my wanderings. I'll share that one with my listeners. You know, this beautiful city by the Golden Gate——

DAHL: Speaking of the Golden Gate reminds me of something funny. Say, excuse me—I didn't mean to interrupt you.

MISS ANDREWS: That's quite all right. What were you reminded of?

DAHL: Well, the other day a man got on the Sutter Street car at the Ferry Building and said he wanted to ride out to a place where he could see the Golden Gate. So I said to ride to the end of the line—out by the Cliff House. When we got there I pointed out towards the Golden Gate and said, "There's the Golden Gate."

MISS ANDREWS: And what did the man say?

DAHL: The man said, "Where's the Gate?"

MISS ANDREWS: Now, Mr. Dahl! Are you sure you're not just having fun with us?

DAHL: Not a bit. Cross my heart, that's what he said. Say, I've got to run now. Believe it or not, I've got to catch a street car!

MISS ANDREWS: Thank you, and goodbye.

Life Insurance Data

From November 1, 1934, to December 1, 1934

Name of Insured Employe	Employe Contributory Insurance	Company Free Insurance	Name of Beneficiary and Relation
Wm. H. Calvin	$1,000	$1,500	Clyde H. Calvin, son
Hjalmar S. Carlson	1,000	1,250	Nina B. Carlson, wife
James A. Creighton	1,000	1,500	Bertha B. Creighton, wife
Hugh Davis	1,000	1,500	Helen Walsh, sister
Denis Dineen	2,000	1,500	Mary Dineen, wife
James Roberts	2,000	1,500	John C. Roberts, brother
Edward R. Prideaux	2,000	1,500	Phyllis Prideaux, wife
Total and Permanent Disability Claim Allowed			
(This claim was filed prior to May 1, 1934, before cancellation of Disability Clause.)			
William Moore	$1,000	$1,250	Emma J. Moore, mother

Insurance in Effect on December 1, 1934

	Number of Employes	Amount of Insurance
Free Insurance	2,608	$3,678,250
Contributory Insurance	2,049	3,279,000

E. M. MASSEY, Secretary.

Items of Interest

On the Cover

"To Commemorate the
Volunteer Fire Department
of San Francisco
1849 - 1866
Erected 1933
By Bequest of
Lillie Hitchcock Coit"

So reads the inscription on the monument in the foreground of the picture on the cover of this issue. Located in ideal surroundings of beautiful Washington Square, at Columbus Avenue, Powell and Filbert Streets, the monument assumes an imposing picture with Coit tower atop Telegraph Hill in the background. With its quaint surroundings, this park is only one bright spot in the well-known Latin quarter of San Francisco. It is worth anyone's time to take a trip on the Number 15 car direct to this point and enjoy the picture in reality.

Or continue on the same car to Lombard Street and walk to the top of Telegraph Hill, now that the tower is open to the public. Elevator service to the top is provided for a fare of twenty-five cents each. It is not a long flight of stairs and if you walk, you reach the top before you realize that you have climbed that high. From all sides you look out on a most interesting panorama. The Bay at your feet, both the San Francisco-Oakland and the Golden Gate bridges, the Pacific Ocean, and all the down-town portion of San Francisco as well as the hotel, apartment and residential sections, with Twin Peaks in the background. The East-Bay stretches out before you like an endless panorama. Tell your friends about this trip. It's fine.

Blinks: "You say he has a wonderful wife?"

Janks: "Has he? Say, she lets him have two hooks in the closet, two drawers in his chiffonier, all for himself."—Grit.

No-Error Conductors

Beginning with the February issue, Inside Track will publish pictures of conductors who have made no remittance errors during the year 1934. Sutro Division has the best record. They also have the largest number of no-error conductors. These pictures will be shown in February. The Division making the next best showing will have a page of pictures in March, and so on through the year. Watch for this page from now on.

Suggestions

We start the new year with three suggestions, adopted during the month of December. All of these are poster suggestions. That does not mean that others are not considered. In fact, you will see by the awards made last month, that poster suggestions did not win the annual prizes. These prizes went to suggestions of more value to the Company.

Suggestions in Effect Since Last Issue

No. 4428—JOHN R. HURST, Conductor, McAllister Division. Poster: "Why not spend a rainy day at the Museum? Cars 5 and 21 direct."

No. 4507—MISS E. SELAYA, Stenographer, Commercial Department. Poster: "New African Building—Academy of Sciences—Open Sundays 1 to 5 P.M."

No. 4406—J. F. WILLWERTH, Motorman, 28th Street Division. Poster: "Help make S. F. the safest U. S. City. Obey Traffic rules."

Wife: "Before we were married you used to send round a dozen roses every week."

Husband: "Roses are easy. This week I'm going to send round two tons of coal and a joint of beef."—Answers.

Sentinel Features Sunday Pass

The Twin Peaks Sentinel, very graciously published the following descriptive verse called "SUNDAY PASS", in their issue of December 21. The author describes a Sunday's outing via a Sunday Pass on White-front cars. He traveled about 36 miles and used 10 different lines, staying as long as he wished at transfer points, all for twenty cents, the price of the pass. Needless to say, he rode in comfort, on upholstered seats and was well pleased with the trip. Here is the article.

SUNDAY PASS

Twin Peaks Sentinel

Starting at the Ferry slip
Let's begin a Sunday trip
With a pass to serve as fare
We will travel everywhere.
Rolling smooth up Market street,
Soaring buildings we will meet
And observe the wide, gay row
Is with interest aglow.
Display windows, fashion shops,
Busy crossings, many stops,
Fine theatres, churning crowd;
Screaming signs and din so loud.
Out McAllister we'll switch,
Passing Civic Center rich;
Library and City Hall,
Auditorium, the Mall;
Veterans' building and the State,
Opera House—will all elate.
Climbing then to Fillmore Street,
Passing crowded stores that greet;
We will find through car-barn reach
Fulton street, that leads to beach.
There we'll climb a hill once more,
Passing St. Ignatius door.
Soon to pass the Park, quite great,
Lengthy, tree-decked, Golden Gate—
Then the ocean we will find
At the very end of line.
Up the breakwater we'll stroll,
To the Cliff House on the knoll
Where a Sutter car we'll take
And a scenic circle make,
Passing Sutro Heights—odd park,
See the Veterans' place and mark;
Many pretty homes around
'Till the golf links pass, inbound.
Down Clement Street we will ply,
Passing cemeteries by,
Reaching Fillmore once again
Where, to north, along this lane
The Marina we will view:
There we'll use our foot and shoe—
Through Fort Mason, Transport
Dock,
The serene Aquatic Park;
Busy Fisherman's quaint wharf—
See the scenic bay spread forth.
We'll delight in travel fine
Through North Beach on cable line—
Flying curves and climbing hills,
Viewing city sights with thrills—
Tall skyscrapers, Chinatown,
And the Oakland, Bay background.
Reaching Kearny Street at last,
Market Street quite soon is passed
As the car turns down Third Street
On a run that's hard to beat
Winds through quiet countryside—
S. P. depot we will view,
And an arch-like bridge pass
through;
Skirting factories on the Bay,
Butcher Town along the way.
There the city to the West
Will stretch to the Twin Peaks
crest—
Rolling hills the car will roam
Passing shipyard, lowly home—
Bay will seem as smooth as glass
Through the valleys that we pass.
Six Mile House marks end of line,
Where another car we'll find,
And to Mission Road we'll ride;
Here we'll board again and hum
Soon at Fleishhacker's to come—
View the pool beside the zoo,
The Pacific ocean, too.
The advertisements we'll learn
On a crowded car's return—
Through the Sunset we will ride
Reaching these the green Parkside,
Turning into Haight Street then
And to Market once again;
As the lights begin to glow
From each restaurant and show—
Then we'll reach the Ferry part
Where we made the journey's start.
As a day is quite too short
For the privilege that's bought—
For the trips we'll have to miss
We'll buy passes more like this.

—LEO GUSTO.

TROLLEY JINGLES

Roses are red,
Violets are blue,
Trolleys are swell,
Coaches are, too.

Oh, the birds may chirp
And the pigs may burp,
And the clouds ride high in the sky,
While the autos moan
In the traffic zone,
And in trolleys swift ride I.

Sing a song of Sunday,
Of all days the best.
Hop upon a trolley car,
Ride and take a rest.

Hey, diddle, diddle!
We've solved our riddle!
The kids have gone to the park!
All ready for sleep,
Like little Bo-Peep,
They'll be back again before dark.

Late to work and late to school
Is a silly combination.
Catch 'lectric cars by 'lectric clocks
And save the situation.

There was a young girl from Missouri
Who submitted her case to the jury.
She said, "Car number three
Has injured my knee."
And the jury said, "We're from Missouri."

We tried to go a shopping,
But could find no place to park,
So we took with ease a trolley
And found a pleasant lark.

The merchant says, "Go shopping now,"
The traffic says, "Don't park,"
So we take to trolleys to and fro,
And in shopping find a lark.

When the children are fussy
And begin to pine,
Take them for a ride on the
Market Street Line.

—D. D. Renebome

LOST BADGES

Following is a correct list of all badges which have been either lost or stolen, and are not now good for transportation. Watch for these badges. They are good for $5.00 each when turned in to the office, Room 719, at 58 Sutter Street.

Motormen

38	600	1200	1588	1976
76	872	1312	1690	2058
82	1162	1368	1694	2222
96	1176	1502	1776	2234
130	1232	1504	1886	2762
534	1298	1554	1942	

Conductors

75	823	1291	1885	2329
101	909	1387	1895	2555
195	1011	1397	1905	2559
235	1065	1495	1923	
549	1077	1629	2005	
551	1219	1797	2149	

Inspectors

24 65 75

PONDEROSA WAY PROVES A SUCCESSFUL FIREBREAK

The Ponderosa Way, an 800-mile firebreak 200 feet wide, separating the timber from the brush country on the San Joaquin and Sacramento Valley boundaries of the central and northern national forests of California proved its value during the fire season of 1934. According to the San Francisco headquarters of the Forest Service this firebreak stopped nine out of eleven large fires from spreading into the timbered regions above the Ponderosa Way.

Forest officers consider this a good record in view of the unfinished condition of parts of this, the world's longest firebreak. Two of the eleven fires which swept up to the Ponderosa Way were carried over it by exceptionally high winds which would have rendered any firebreak useless. The Ponderosa Way stopped a total of 15 miles of going fires with a large saving of valuable timber and watershed cover.

Shrine East-West Football Classic

Every year, after the wind-up of the college football games, at the beginning of the holiday season when the city is taking on its holiday attire and the streets and stores are a-glitter with lights, our thoughts find their way out to the Shriners' Hospital and the crippled children who are harbored at their beautiful home on 19th Avenue and Moraga in San Francisco.

Of the thousands of people who are interested in these children by attending the annual game, which has become a classic of the West, and performed by the star football men of the Eastern and Western colleges, there are those worthy members on the Ticket Committee of the Shrine East-West Game who give much of their time and thought to promote the game by the sale of tickets to further their noble cause of helping humanity's unfortunate children.

One exponent in this field of noble purpose is big Jim Davies of the Turk and Fillmore Division, who has been associated with the East-West Football Committee since its inauguration over ten years ago. It is the pleasure of INSIDE TRACK to announce Big Jim as Ace man in the Committee's sale of tickets, and the amount which he brought in $4,015.00.

A huge turn-out for the 1935 East-West game was made possible by the ideal weather which prevailed on New Year's Day in San Francisco. Everybody enjoyed the game at Kezar Stadium and the cheering was equally great for both teams. All Hail to the boys of the East and West football teams. The ever-wonderful spectacle of the many different organizations in uniform on the field, the Army, the Shriners in their colorful uniforms, the mass of flags in formation, the raising of the American flag as the bands all play the STAR SPANGLED BANNER while everybody in the stadium rises as one and sings the National Anthem is a memory that will always be cherished in our lives.

After the game, the green and white-front cars of the Market Street Railway play a big part in moving the crowds from the stadium to their homes in quick time. As soon as the signal is received from the stadium at 13th Avenue Yard, the cars are immediately sent out and banked on the tracks ready for the passengers to board them.

Superintendent E. C. Regan and his two car houses, Oak and Broderick and Haight Street, with the aid of the inspectors, dispatchers and collectors, provide street car service at Kezar. As many as 15,000 people have been moved by street car from the largest games in less than thirty minutes. Forty-two extra cars provided service on New Year's Day.

Kezar Stadium has a seating capacity of 60,000 persons and is reached by Cars 7, 17, 20 and 33 direct.

Early Days

SIXTEENTH AND MISSION — 1886

On the original photograph is a notation as follows: "Car at N. W. Cor. of 16th Mission St., S. F., Sept. 7, 1886, 11:15 A.M." Just why the exact time was given, we do not know. The horse car, inbound, operating along Mission Street from Woodward's Garden to the Oakland Ferries, is of the "Bob-tail" variety. It was hauled along by one horse. Capacity, seated load, was ten passengers, but standing loads knew no bounds nor feelings for the horse. Passengers were honest and paid the driver through a little opening at the front end of the car, while he, the driver, sat out in front and attended to the power, brakes and other details.

* * *

"Every citizen who has the opportunity to learn the facts should be made to realize that the attitude of people who oppose the utilities will only cause needless destruction of wealth, further unemployment, increased taxes, reduction of purchasing power, and no reduction in rates except where the government-subsidized plants operate. Such subsidy, of course, comes from the pockets of the taxpayers."—William Cavalier.

Colonel Henry Marison Byllesby Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES

MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER R. A. LYONS	QUARTERMASTER H. E. COOLEY		JUDGE ADVOCATE R. L. EMERSON	TRUSTEES
SR. VICE COMMANDER J E. McDEVITT	ADJUTANT RALPH STRAWN		OFFICER OF THE DAY HENRY PFEIFFER	D. S. FLOWERS E. H. JEWELL
JR. VICE COMMANDER J. A. STRELESKY	CHAPLAIN D. S. FLOWERS		SURGEON J. N PENNICK	GEORGE TYERS

Colonel Henry Marison Byllesby Post No. 3000, Veterans of Foreign Wars, held their Christmas and New Year's party for the children and it was a great success, with the Christmas tree beautifully decorated, and noise makers and little hats for the boys and girls, half-pound boxes of Christmas candy, cups of ice cream and cake for all. The committee for the Christmas tree were: Dave Refatti, chairman; Comrades McDevitt, Jewell, Pfeiffer, Strekesky and Jackson, who are to be thanked for their efforts in making the evening a success. The opening address was made by Past Commander Comrade Dave Refatti.

The entertainment was donated by the Kathleen McAllister Studio of Dancing of 269 Arguello Boulevard. The program follows:

1.	Group Lead Micky Scanlon Jacky Tiffon	Waltz Clog	Springtime in the Rockies
2.	Betty Freed	Recitation	Dollies Bazaare
3.	Sherley Jones	Jazz	Black Eyed Susan
4.	Marie Kathleen Casey	Acrobatic	My Wild Irish Rose
5.	Tiny Scanlon	Gavotte	Gavotte
6.	Fern Carmel	Song	Daisy's
7.	Carolyn Bacigalupi	Acrobatic	Paradise Lane
8.	Four Scanlons. Sisters	Tap	Side by Side
9.	Loraine Strei	Song	Little Man, You Had a Busy Day
10.	Justine Mora and Loraine Scafani	Tap	Truehearts Waltz
11.	Evelyn Fabert	March	Washington Post
12.	Silvia Saltz	Acrobatic	Pagan Love Song
13.	Group Lead. Justine Mora	Skaters Waltz	Skaters Waltz
14.	Marjorie Freed	Song	Dutch Mill
15.	Jacky Scanlon	Waltz	Champagne Waltz
16.	Jacky Tiffon	Song	The Object of My Affections

17.	Emily Bright	Tap	My Hat's on the Side of My Head
18.	Francis Alvers	Song	I'm Humming
19.	Group Lead. Justine Mora	Hula	Little Grass Shack
20.	Jean Urick and Gloria Marks	Waltz	Masquerade
21.	Jacky Carmel	Song	Flying Trapeze
22.	Micky Scanlon and Jacky Tiffon	Jazz	You've Got Everything
23.	Jean Scanlon	Cakewalk	Dark Town Strut
24.	Justine Mora and Francis Alvers	Military Tap	Wooden Soldiers
25.	Glora F. Marks	Song	I've Only Got Eyes For You
26.	Loraine Scafani	Military	Our Director
27.	Carolyn Bacigalupi	Jazz	Birds in the Brook
28.	Justine Mora	Song	I Am Looking For An Angel
29.	Four Scanlons. Sisters	Double Military	Marching Through Georgia
30.	Jacky Tiffon	Waltz	Shadow Waltz
31.	Jean Urick	Song	Santa Claus
32.	Justine Mora	Ballet	Valse Pareisian
33.	Barbara Blackburn	Song	Many Happy Returns
34.	Loraine Scafani	Acrobatic	Melodies of Love
35.	Betty Freed	March	Stein Song
36.	Kathleen McAllister	Acrobatic	Beautiful Lady
37.	Finale Lead. Justine Mora	Spinning Wheel	Spinning Wheel

Holy Night, Silent Night

* * *

Comrade Refatti, captain of our brilliant degree team, lauds himself upon having the second best degree team in the sixth district. The Byilesby degree team participated in the contest of teams at San Jose at the Sixth District rally.

In the contest for final honors were four teams. Old Glory of Daly City, Monterey, Watsonville, and our own Byllesby Post, Watsonville taking first place, with Byllesby taking second place. The winning team put on the ritual for the recruits at San Jose at the Sixth District meeting.

Members of the Degree Team are Conductor Jackson of 28th Street Motorman Britton of 28th Street Division, Motorman Jewell of Oak and Broderick, Motorman Pfeiffer of Oak and Broderick, Motorman Allen of Oak and Broderick, Conductor Strelesky of Geneva Division, Motorman James McDevitt of Geneva Division, Motorman Matson of Turk and Fillmore, Conductor Jennings of Geneva Division, Motorman Dave Refatti of Geneva Division, Motorman Barnett of Oak and Broderick.

On January 8th the Byllesby Degree Team put on the work for the McQuaid Post at their club rooms.

Byllesby's Busy Bees

For General Office Employees

Best Wishes for 1935

TO-DAY AND TO-MORROW

This day was yesterday to-morrow nam'd;
To-morrow shall be yesterday proclaimed;
To-morrow not yet come, not far away,
What shall to-morrow then be call'd? To-day.

—Owen.

A Few Resolutions for the Year 1935:

Jimmie Adams resolves to see as many of the baseball games in Seal's Stadium as he can this spring. (And the opener, too?)

Earl King resolves to enter all football contests so as to win that trip to the Rose Bowl game in Pasadena next New Year's Day.

Miles Londren resolves to just forget about the races in Bay Meadows until the season opens.

Bill Winning resolves to practice up on his golf on all available Saturday afternoons and Sundays.

Jimmie Jose resolves to refrain from indulging his inordinate taste for chocolates for the next eleven months.

Fred Allen resolves to be careful how he swings back in his swivel chair. (That chair almost played him a mean trick, one day.)

Dick Allen resolves to continue his custom of being the first to greet everyone in his department "A Happy and Prosperous New Year."

Miss Patsy Kahn, who had the leading role expressing the spirit of the Christmas tree in "THE CHRISTMAS SPIRIT," a play presented by herself and many young friends at the Country School in San Mateo on December 21, proved a very worthy thespian. After the play, the gifts which the young people brought were taken to the Stanford Convalescent Home and distributed to the children there on Christmas morning.

* * *

If you had watched Earl Ryan getting his office all tidied up, disposing of many old books and magazines, it would have put one in mind of an annual housecleaning in the spring. Mr. Ryan was just getting ready for a week's vacation to be enjoyed with his family during the Christmas holidays. (The mystery of the stepladder in the office was solved, for it played an important part in putting away old books in the tall cabinet.)

Christmas Activities—

Anna Kerwin spent a few days at home during the holidays. Anna says she spent all her leisure moments helping to wrap forty-eight Christmas packages for all the family.

Bessie Ogilvie took advantage of the opportunity afforded by the stores to do her shopping at night. The crowds during the day were just too much for Bessie.

Mary Lang could very well ask the rest of us about our Christmas shopping for she had the foresight to wrap and ship her packages back East to her little cousins and friends long before we even dreamed of the great day ahead.

Mary Towne had a slight limp during the holidays for which she blamed her ankle. Trust it's better now, Mary.

May Conner said Santa paid her an early visit, bringing her a decanter and some fine liqueur to put into it —a very timely gift for the New Year's Eve party.

From the sounds of revelry which emanated from the Legal Department, Santa Claus had surely arrived with his bundle of presents to put under their tree.

The girls and boys in the Accounting Department greatly enjoyed their impromptu Christmas Eve party. They held open house, the radio was playing, and the occasion found all visitors making merry. (The mistletoe which was concealed somewhere near the door fooled more than one person, until sounds of laughter were heard coming from all interested spectators.)

A very lovely Christmas Eve tradition—Christmas holly corsages being worn by the girls on the seventh floor in honor of the donor. Erin Casey will please take a bow.

The Christmas tree (of the smallest kind) in "Jonesy's" department, boasted real tinsel decoration.

And the miniature Christmas tree reposing behind all Mary Lang's Christmas cards (an avalanche of them) had to be dug out with a snow shovel.

A very lovely Christmas tree was again displayed by the Transportation Department. The very pretty ornaments which decorated the tree were varied, including horns, jingle bells and (sh-h, a bottle of Scotch), but it was only an ornament, so don't get perturbed.

Mr. Kahn personally wished each and everyone at the General Offices a Joyful Christmas and Greetings for the New Year.

* * *

Occasion is taken at this time to express the well wishes of everyone at General Offices to all the sick and absent members for a quick recovery and greetings and blessings for the New Year.

* * *

A welcome back is extended to Mr. Abbott of the Law Department who has returned to the office after a siege in the hospital for a couple of weeks. May the blessings of health attend you.

* * *

George Engels' familiar face in the Accounting Department is missing from his desk. A speedy recovery also attend you, and may it be a short time before you will be making a dash for those Sutter Street cars.

* * *

Poor Earle Swensen has had his troubles already. First of all, Earle was limping around from too much athletic prowess and his father (Earle calls him his "Norwegian masseur") ironed it all out. Then after having a good time at the Christmas Eve party, he very unceremoniously afterward became afflicted with appendicitis for which he was operated and is now convalescing in the hospital. Our sympathies to you, Earle. Hurry up, and get better.

While San Franciscans are enjoying their varied wintry weather of fog, cold and much rain, Vera Senn, who recently sailed for the Hawaiian Islands on the Lurline, will no doubt be enjoying the flowers and sunshine of that tropical paradise of the Pacific, and, too, the bathing at Waikiki Beach.

Ask Mr. Binkley to tell you the story about Santa Claus and little Fido, the "calamity howler." (It's guaranteed to make you laugh, so don't miss it.)

Mr. and Mrs. Tom Mays of Hollister welcomed the arrival of their sister, Miss Rose Mays, for the holidays. They had a very enjoyable visit.

Oh, we have the best "doctor" in our midst. Just mention that you feel a cold coming on, or a headache bothering you, and immediately "Doctor" Allen gets out the pill box or the gargle bottle and chases the bugs away. He has an aversion for bugs.

Things we are accustomed to by now—Remo de Lucca without a top piece for those naturally marcelled locks. Tommy Norton arriving every morning from the "foggy belt" in overcoat.

Perhaps, you haven't heard there are some "quintuplet" fans out in the far West. But the papers are watched eagerly by Eula McVicar for pictures of the quintette babies to go into her scrapbook.

Those three musketeers from the General Offices, Shorty von Husen, Jack L'Huillier and Fred Holzheiser, are prepared for any kind of weather, rain or shine, when they go out on their suveying expeditions, with camera and all the other equipment.

Another visitor from San Jose during the holidays was Mrs. Anne Skidmore, who was wearing a very becoming Scotch plaid ensemble, topped by a chapeau which flaunted a very tricky Swiss feather.

Harry Mentz has been on the sick list, spending a few days at the hospital getting into condition and then convalescing at home. Harry, as you know, is the company photographer, and when the magazine is being edited is greatly in demand for pictures for the boys' commendations.

Louise Mohr of San Jose spent a day in San Francisco during the holidays. A former pupil of the Home of Benevolence, she is now a full-fledged school marm, with a class of twelve children up in Lake County, and she is very enthusiastic about the future of her young charges.

On New Year's Eve, Mr. Kahn called at the St. Francis Hospital and saw all the sick employees of our company. They were all glad to see him, and some took occasion to discuss the good old days. Mr. Kahn wished each one a very happy New Year and a hope for a speedy recovery.

Frank Carroll of 28th Street is hereby requested to read the magazine more closely. Earle Swensen says that wasn't an umbrella that he borrowed that rainy afternoon, but an overcoat, and that he brought it back. "It's all right to borrow the raincoat," says Gene Byington, "but all I ask you is to leave the new overcoat." (A very nifty New York model.)

And now, a tribute to the old year of 1934 as we join hands in that good, old Scottish custom, and sing:

Auld Lang Syne

Should auld acquaintance be forgot
And never brought to mind?
Should auld acquaintance be forgot,
And days of auld lang syne?

—Burns

• As Others See Us •

Employees of No. 31 Line Are Especially Commended by Patron at Christmas Time

Market Street Railway Company,
58 Sutter Street,
San Francisco, California.

I wish to express my appreciation of the courteous service of the employees on the No. 31 car line during the past year.

Sincerely,

Mrs. E. A. McMillan,
627 33rd Avenue.

* * *

Conductor J. Nichol Helps Passengers with Umbrellas and Packages Which Pleases Patrons on His Car

Mrs. Stevenson, 1579 8th Avenue, telephoned and commended the conductor on car 160 of the No. 6 line for special courtesy to the passengers on his car. Said he was courteous to all alike, helping them off with their umbrellas and packages and being particularly helpful wherever he could. Said she appreciated this service very much.

Commercial Department.

* * *

A Widow of Former Company Official Commends Conductor W. J. Herlihy for Honesty in the Recovery of Her Lost Purse Containing Money and Papers

Dear Sir:

This morning Mrs. George F. Chapman of 1341 Lake Street, widow of former Vice President and General Manager Chapman, telephoned to me stating that yesterday she left her purse containing about $23.00 and some papers on a car of the No. 2 line; that she was the last person to leave the car, which was outbound, and on telephoning to the car house she was successful in recovering the purse and its contents.

Mrs. Chapman learned that Conductor W. J. Herlihy, badge 173, had picked up the purse and she was very desirous of commending him for his honesty.

I told Mrs. Chapman I was sure you would be glad to inform this conductor of her message and her appreciation.

Very truly yours,

J. H. Handlon,
Claim Agent,
Market Street Railway Co.

Gripman Alex Pappas Helps Passenger with Packages Who Greatly Appreciates His Kindness

Dear Sirs:

On Friday, November 23, at noon, Jackson car No. 513, the gripman put himself out at Powell Street to be courteous to me, with my arms freighted down with marketing. I thanked him and I thank you that you have in your service such men.

Gratefully,
Jenny S. Macmillan,
1220 Pacific Avenue.

* * *

Starter Gus Fadis Helps Policeman Capture Thief

Starter Gus Fadis, stationed at Powell Street terminus, at Market Street, proved his alertness recently by calling a policeman's attention to a burglar emerging from a store nearby. All the newspapers carried the story, and gave credit to Fadis' whistle which attracted the officer. The burglar was captured. He had grabbed a handful of money from a cash drawer when the cashier had turned to make change for him. Fadis is to be commended for his alertness and quick actions.

* * *

Patron Thanks Conductor H. J. Miller For His Courtesy of Paying Fare When She Had No Change

Gentlemen:

This is to advise that Conductor No. 1197 paid my fare when I had no change.

Much obliged,
Mrs. A. O. Hachler,
920 Van Ness Avenue.

* * *

Two Credit Marks for Conductor Paul Seaman Who Waited for Passenger and Assisted a Blind Man

Gentlemen:

Just a line to let you know how much I appreciated the courtesy of a conductor, badge 1227, on the No. 21 car, passing 5th and Market Streets at 9:50 A.M. on December 31st.

He kindly waited while I was running to catch the car and assisted me on. He also very kindly assisted a blind man.

His service is the kind everyone appreciates.

Happy New Year.

D. E. Thompson,
164 Girard Street.

Passengers Appreciate Added Courtesy Shown by Conductor R. L. Herschel in Christmas Rush and Rainy Weather

Mr. C. G. Atwood, 3324 Washington Street, telephoned commending Conductor 1025 of the McAllister Street Line for unusual ability in caring for passengers. Said it was raining and quite a number of passengers getting on the car, that he was very courteous and helpful to all of them.

Commercial Department.

* * *

Conductor R. L. Head Impresses Patron as a Good Will Builder for Company by Extra Attention to Passengers

Gentlemen:

Yesterday afternoon I was on Sutter Street car in charge of Conductor 135.

On arrival at the Ferry he stepped inside of rear platform and spoke loud enough for all to hear.

"It is three minutes to five—plenty of time to catch the five o'clock ferry—it is still raining—streets are slippery—so please watch your step."

It struck me as mighty human—and certainly was appreciated by those on the car, judged by the way the smiles appeared. The man deserves commendation as a good will builder.

Yours very truly,
J. M. Cunningham,
Davis, Skaggs and Company,
111 Sutter Street.

* * *

A Christmas Check All the Way from New York is Sent to Conductor Melvin C. Cerelli for Special Courtesy Shown to Out-of-town Visitor

Gentlemen:

One Sunday afternoon in early November, while on a trip, I had occasion to stop in San Francisco, and while there boarded some of your street cars.

It was on my way to North Beverly that I boarded one of your Kearny Street cars, and not knowing your city very well, I was compelled to ask your Conductor No. 2283 about some instructions. I want to say that he was one of the most courteous and pleasant persons I have met in a long while. He presented me with one of your booklets called "San Francisco Through the Windows of the White Front Cars," and suggested that I use same while on my stay in the city. I really must say that this was a great help to me.

I offered him a tip for his troubles, but he refused it and said that he was merely doing his duty.

I would like to send him something for Christmas. Therefore I am enclosing a check for two dollars, which I would like you to forward to him as a token of appreciation.

Yours very truly,

Alfred Cuneo,

Presser & Lubin,
Suite 3354, 120 Broadway,
New York.

Conductor R. Brannigan Shows Kindness to Elderly Lady Who Appreciates His Thoughtfulness and Commends Him for His Courtesy

Mrs. Dorothy Sprague, 380 San Jose Avenue, telephoned to commend Conductor 1653 of the No. 8 Line for special kindness shown her. She boarded his car this morning at 11:30 at 9th and Market Streets, where due to illness had mislaid her Christmas packages in the safety station. She said she is an elderly lady and subject to heart trouble.

After going some distance she noticed she was not on the right car and asked the conductor if she was not on the Valencia car. He told her, no that it was the No. 8 car, and offered to help her to reach her destination and to give her a transfer, or if she wished to go back to recover her packages he would take her there.

She rode to the end of the line and as she has lived here for twenty years is familiar with that neighborhood. She told the conductor she would take the car on 18th Street to go to Guerrero, and got home all right.

She was so impressed with the kindness of this conductor that she wanted to write him a personal letter of thanks. She was assured the incident would be reported to his superintendent and that he would be commended for this courtesy.

Commercial Department.

* * *

Conductor W. H. Penders is Thanked by Patron of No. 6 Line for Loaning Her Carfare, and Commends Him For This Courtesy

Gentlemen:

I would like to express through you my thanks to the conductor wearing badge 822 of 6 Line a couple of weeks ago for his kindness to me.

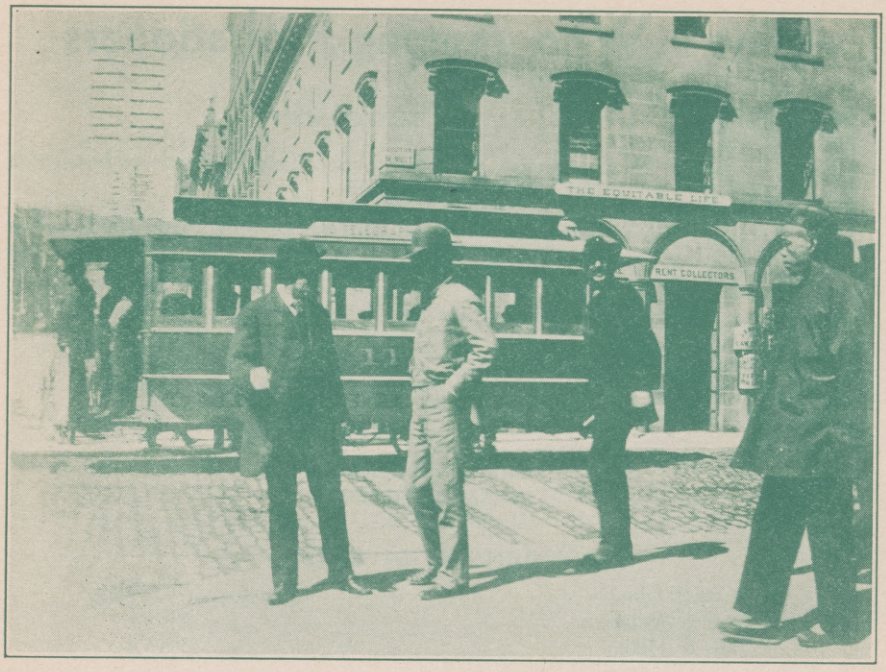
I was walking up from New Montgomery and Howard Streets, where I am employed, with the intention of doing some shopping and boarding a Haight Street car at Powell and Market. Rain started pouring down and I discovered I had left my purse containing my money and keys in the office, but I had an umbrella and knew I could walk to Haight and Webster, but when I got home I couldn't use the back door key I counted on finding because the door was bolted from the inside. What to do! What to do!

In desperation I boarded a car at Haight and Fillmore and told Conductor 822 my plight and he paid my fare downtown, and when I told him I didn't know but what someone in the office found my purse after I left and locked it in the safe for the night, in which case I didn't know how I was going to get back uptown, because I certainly couldn't walk it a second time, he immediately handed me carfare, which I took without the slightest embarrassment.

I have looked for Conductor 822 ever since, to thank him and to tell him that I got a janitor to open up the office for me and I found my purse on my desk, so everything turned out all right; and I am glad to tell you how he treated me, and to say that his courtesy has given me the most friendly feeling towards all the conductors of the Company. Will you please return the enclosed carfare to him for me and tell him that I thank him very, very much for helping me out of my predicament.

Anna Fisk,

98 Webster Street.



Early Two-Man Car

This picture is interesting because it shows the early type of two-man car. It is also a two-horse power and boasted seats for 16 passengers with room for many more standing. This picture was taken during 1887 and is one of the Omnibus R. R. cars at the north-west corner of Montgomery and California Streets. Plug hats, three-button, cut-away coats, and faces adorned with profuse whiskers and moustaches, trained to their personal fancy, identified this period. The lone Chinaman at the right with his slippers and loose fitting smock was a common sight in early San Francisco. Cobble stone street with stepping stone crossings kept traffic up out of the mud.

Conductor Joel Pera is Praised for Kindness and Courtesy by Patron of the No. 3 Line

Mrs. Minot, 3240 Clay Street, telephoned stating that she was very enthusiastic over the kindness and courtesy of the Market Street Railway conductors. This morning, she had given Conductor No. 159 of the No. 3, Sutter Street line, fifty cents to change. In some way a dime dropped without her noticing it. The conductor came to her in a few minutes and asked if the dime on the floor of the car wasn't her money. She looked in her purse and found it really did beling to her.

Commercial Department.

Who's Who Among Probationers

John Kremer, Turk & Fillmore

MOTORMEN

Seven probation motormen passed their final tests at Instruction Hall, Friday, December 28, 1934.

John Kremer, Turk and Fillmore Division, with 100% scores on the checklist and equipment tests, and showing the best rating on accident prevention, wins first place.

Complete list below. 100%ers in heavy type.

28TH & VALENCIA
WIMMER, W. W.
Gava, A. A.

24TH & UTAH
WILLIAMS, MILLARD
Kirrane, W. D.
Oakes, E. L.

TURK & FILLMORE
KREMER, JOHN
Wright, N. E.

STANDING BY DIVISIONS

Turk & Fillmore	98.6%
28th & Valencia	98.4%
24th & Utah	98.3%
General Average	98.4%

Safety League

NUMBER OF CAR HOURS PER ACCIDENT

Division	Dec. 1934	Dec. 1933	Rank in Dec. 1933
Oak and Broderick	597	591	1
Third Street	595	585	2
Geneva	525	474	4
24th and Utah	517	455	5
28th and Valencia	515	493	3
McAllister	319	330	7
Turk and Fillmore	318	416	6
Sutro	275	278	8
Washington and Mason	264	258	9
Total	415	423	

Oak and Broderick motormen made a fine showing during the month of December and took first place with 597 car hours per accident. This is the third month of the year 1934 that Oak and Broderick made first place. There seems to be no doubt that Third Street Division will win the Safety League Trophy for the year because of their good records early in the year. The average for the year is down, in fact is the lowest month of the year.

Who's Who Among Probationers

CONDUCTORS

Eleven probation conductors passed their finals, Friday, December 28, 1934.

T. B. Cloud, McAllister Division, passed 100% on all tests, and having a commendation on his personal record, wins the conductor's laurels.

M. C. Cerelli, Kentucky Division, and R. M. Jennings, Geneva Division, also made 100% scores, finishing in the order named.

Complete list below. 100%ers in heavy type.

T. B. Cloud, McAllister Division

GENEVA
JENNINGS, R. M.
Konig, J. E.
Gardner, B. H.

McALLISTER
CLOUD, T. B.

28TH & VALENCIA
Wells, William
Mates, F. M.

KENTUCKY
CERELLI, M. C.

24TH & UTAH
Clark, L. S.
Stringer, B. E.
Long, C. A.

TURK & FILLMORE
O'Brien, J. J.

* * *

STANDING BY DIVISIONS

McAllister	100&
Kentucky	100%
28th & Valencia	98.6%
Geneva	97.5%
Turk & Fillmore	96.2%
24th & Utah	93.6%
General Average	97.7%

Annoying

"Why was the leading lady so annoyed after the performance? She got four bouquets."

"Yes, but she had paid for five."—Frankfurter Illustrierte, Frankfurt.

* * *

Happy Coincidence

Mistress: "Thursday is my at home day."

New Cook: "Good. It's mine too. Perhaps we can arrange to receive together."—Grit.

His Job

Rastus: "What yo' wukkin' at now?"

Mose: "Ah is a blacksmith in a cafeteria."

Rastus: "What you' mean?"

Mose: "Ah shoos flies."—Capper's.

* * *

Ready for Discard

Mexican and American immigration officials have discussed plans to take "gringo" and "greaser" out of border vocabulary.

Sutro Surf Bubbles

By H. R. FRANKLIN
Assisted by M. E. Gustafson.

Conductors of this division steal the limelight for the year of 1934, having retained a leadership in remittance records for the entire year, for which they are to be complimented. Thanks to the conductors for their hearty cooperation in establishing this very marvelous remittance record.

It is with sincere regret that we write of the death of Conductor Lewis H. Theilacker on December 19, 1934. He had been in the service of the Company and this division since July, 1920, when he left the U.S. Army service, to take up the duties of a street car conductor. He was a very energetic and faithful employe, and worked continually up until he became seriously ill and was sent to the St. Francis Hospital where he died. Having been a war veteran, he was buried at the National Cemetery, U. S. Presidio, with all the military honors of war and with his buddies who have gone before him. He is survived by his wife, Mrs. Marie Theilacker, and three children, to whom we wish to extend our heartfelt sympathy.

We are quoting below a letter received from Mrs. Theilacker, and printing it at her request, for which we wish to express our sincere thanks.

December 24, 1934
San Francisco, Calif.

Gentlemen:

My family and I sincerely thank you for your sympathy, and the flowers which your division sent to my husband's funeral. I thank you each and everyone from the bottom of my heart. Hoping that you all have a very Merry Christmas and a Happy New Year,

I remain,

Mrs. Theilacker,
383 *Arguello Blvd.*
San Francisco, Calif.

Announcing the arrival of a newly born baby girl, December 23, 1934, in the family of Mr. and Mrs. Wm. P. Graham. A Christmas present that cannot be surpassed, and it is indeed a pleasure to offer our heartiest congratulations to Mr. and Mrs. Graham.

Congratulations are in order for Conductor Stephen E. Jerabek. Mrs. Jerabek presented him with a 14 lb. baby girl on January 8th, 1935. We offer hearty congratulations to the Jerabek family.

Some things you seldom see around the gilly room or car house.

Ralph Strawn, without his cigar.
Harry Franklin, down-hearted.
Tom Parnell, without his pipe.
James Wiley, playing pool.
Roy Cummings, ahead of time for his run.
John Broska, away from the checker table.
Hugh Ross, off on a Sunday.

You should see the smile that Conductor Herlihy is wearing since Christmas. We wonder what Santa Claus brought him? Or was it the girl friend?

Motorman Nick Kruer, Conductor B. W. Ayres, together with former Conductor J. D. Stephenson and his friends, have furnished us proof of their recent successful hunting trip showing a number of geese which they bagged. They sure enjoyed the sport and can hardly await the time to take their next trip.

* * *

The difference in merchants of today and the year of 1928 can be noticed particularly at this time of the year. When you bought something in a store in 1928 they asked you if you wished one of their calendars to take home. Now they want to sell you one.

* * *

Conductor S. Row promises a southern story soon. Watch for it. His stories are good.

* * *

NEWS ITEM — Conductor John Broska lost a checker game to the astonishment of the crowd who witnessed game. Conductor John V. Corporal won very decisively.

* * *

Advertisement

Conductor Larison's manager, Conductor E. G. Holmes, says that accordion instructions are at an end, and that in the future Conductor Larison will give instructions on the harmonica only. For appointments, see Conductor Holmes.

We wish to welcome our new employes: Motormen G. R. Humbird, J. C. O'Rorke, Nick Obuhoff, and Conductors T. J. O'Gorman, Henry Coleman and Daniel F. McCarthy. May they enjoy being one of us, and we offer our assistance in making their new surroundings homelike.

* * *

On November 16 some of the old boys of the Sutro car house went on their annual duck hunting expedition, with them one of the old Sutro boys, Stephenson, who resigned nearly twelve years ago.

Kruer and Stephenson have been making annual pilgrimages to various parts of the state for the past twenty years, except on one occasion Kruer ran out on his pal, nearly getting drowned on that sneak, and since that event has stuck to his old pal Steve. They have visited Maxwell, Willows, Stockton, Los Banos and various other duck grounds and have had more or less bad and some very good days of

shooting. This year they journeyed to Tule Lake in Modoc County, near the Oregon State line, to a friend of Steve's who farms 1800 acres on the west side of the lake.

Saturday, November 17th was a fine day for shooting and the pictures will show the sport the boys had. With these two boys went Ben Ayres, well known to the Sutro boys, and Dan the youngest son of Steve, although young in years, a glutton for duck hunting and a chip off the old block.

The year before, in 1933, our friends Pollard and Corporal went, but on account of sickness, Pollard was unable to go this time and we all certainly missed him, as he was always first to bed and the first to snore, which troubled Kruer's sleep as he only dreamed of ducks, geese and clean paper table cloths.

When you consider a trip of nearly 900 miles for a two days' shoot, you can realize how these boys like hunting, the journey taking 15 hours to go and 13½ hours to return. On account of only two days a week shooting, the boys were unable to send down any geese to their pals at Sutro this season.

* * *

No-Error Conductors For December, 1934

Avila
Bailey
Bakke
Bettini
Bible
Briggs
Broska
Bubel
Carson
Chollett
Conrad
Corporal
Cossen
Cummings
Dahl
Dutton
Edwards, C.
Edwards, T.
Futch
Goodrich
Grant
Gustafson
Head
Holmes
Humes
Hutchins
Jerabek
Kroencke
Langer
Loyd
Lucier
Magnusson
Marcum
Marks
Mathes
Moore
Morton
Patton
Pera
Petersen
Pruitt
Ross
Row
Sawyer, G. G.
Sawyer, G. O.
Shepherd
Stevens
Thacker
Van Matre
Williams

* * *

One Error Conductors for December, 1934

Bell
Campbell
Freeman
Garrett
Gillespie
Graham
Hatch
Herlihy
Hunter
Jack
Johnson
Kasberg
Kocher
McDermott
Morgan
O'Connell
Pierce
Prince
Ramey
Sullivan
Toy

* * *

We are pleased to mention the motormen of this division who have had no chargeable accidents for a period of six months; July 1 to December 31, 1934.

No Chargeable Accident Motormen
From July 1 to December 31, 1934

Bidgood
Boragno
Brown
Bulatoff
Caludis
Concannon
Courtright
Crader
Dobie
Donathan
Dyson
Ellis
Ferris
Fletcher
Ford
Frisch
Garren
Hewitt
Higuera
Hoffman
Jahnsen
Jarett
Joynes
Kolstad
Kruer
Lake
Langerveld
La Parin
League
Lex
Luck
Meyers
Miller
O'Conner
O'Howell
Orr
Orwan
Paul
Perry
Pollard
Ramer
Scott, C.
Taylor
Timofeev, G.
Timofeev, M.
Tucker
Vornahl
Welsh
Whitehead
Williams, J.
Wittmer
Young

Third Street Overhead Flashes

By G. E. GRAVES

Well, once more the holidays have come and gone — leaving us with just a little more compassion and understanding of our fellow-beings, especially they who are less fortunate than we—the natural result of unselfish planning during Christmas giving—the air of hushed expectancy, and the breathless dreams in the eyes of little children —for them, primarily, Christmas is, and persists in continuing to be, through thick and thin, the holiest of holidays—in more than the generally accepted meaning of the term.

* * *

At this time, let us give thought to those of us who have met with misfortune.

Dispatcher Connors is still confined in the hospital by a serious injury. Cheering visits from his men would not be amiss.

We extend the sincere sympathy of the whole division to Conductor Walter Diefendorf, and to his family, who suffered such a tragic accident and bereavement.

Death has claimed a one-time member of our division, Frank Beisswanger, who had been ailing a long time. Our condolences to his family.

* * *

How many know that Conductor Louis Maurer is an A No. 1 radio man, and conducts a radio exchange, handling swaps, both even and to boot, and what have you?

* * *

Conductor Gleason was in such haste to be on the job, we hear, that he forgot his changer, and 'tis said a newsboy cleaned up very nicely with the rental of his, during the emergency.

* * *

We hear that some of the boys are so keen to save kilowatts that they get off the car and open the electric switched by hand! Hm-m-m—now there's an idea.

* * *

An orchid to the young sister of Conductor Clarence Dolsmeth, who, but a youngster herself, just turning the twenties, gives a mother's love and care to his three motherless kiddies—certainly a full-sized job for anyone. Take a bow, Gladys.

* * *

To be an eagle is something and to be the father of one is even more, and Conductor Breese enjoys the distinction of seeing his aviator son's name mentioned quite often in deeds of valor. Contact, young Breese, and happy landings.

* * *

It is gratifying to note the quick response of the Women's Auxiliary and their spirit of co-operation. Tho' quite in its infancy, it already has an astonishing membership, and at its first social function, a whist party, the attendance was overwhelming, thanks to that untiring little worker, Mrs. Noll, and her committees. Their button is a neat little street car, and we are proud to see them wear it.

* * *

Apologies to Motorman John Halkyard, who has been left accidentally off the non-accident list for some time—and in consequence has been shaking his fist at Ye Editor every time he catches his eye. We have given orders to print his name in bold face type.

We understand Conductor Sullivan is to be congratulated—he is a doting parent. Pass the cigars, and don't crowd, boys.

* * *

The following motormen at Third Street Division, were not involved in a chargeable accident from July 1, 1934, to December 31, 1934:

Almlund, J.
Assinos, G.
Allemand, J.
Andersen, G.
Behnke, C.
Byron, D.
Du Bose, C.
Dudune, S.
Du Bose, C.
Elsus, W.
Eaton, A.
Finn, W.
Graves, G.
Greiner, J.
Hays, G.
Hergott, S.
Hutchings, W.
Hoppe, F.
Halkyard, J.
Kirk, M.
Krueger, C.
Lera, P.
Laherty, R.
Laughlin, W.
Lencioni, D.
Maslach, J.
Michelini, A.
Merryman, G.
Meade, J.
Missa, S.
Mamas, J.
Palameta, J.
Percival, O.
Rodenberger, M.
Rechnitzer, H.
Rodenberger, H.
Ruiz, S.
Stephens, H.
Simas, A.
Smith, G. A.
Slaby, A.
Stojanovich, S.
Stone, T.
Stoltz, A.
Theodos, J.
Yowell, R.
Williams, C.

* * *

The following conductors at Third Street Division were not on the short list during the month of December, 1934:

Church, F.
Sumner, H.
Gianola, D.
Cassotta, D.
McCabe, B.
Scarry, L.
Bauman, G.
Redahan, P.
Elliott, J.
Glennon, J.
Mason, W.
Gyorgy, J.
Sullivan, E.
Schivo, E.
Norcia, P.
Gillman, K.
Skinner, C.
Cadigan, T.
Lose, F.
Smith, M.
Cerelli, J.
Barker.
Holmes, F.
Winans, A.

As before stated, Conductor Louis Maurer is a radio bug, but so, also, is Jimmie, the well-known dispenser of "coffee and" at the Palace Lunch. We are pained to hear that Louis is afflicted with kleptomania in his chosen field—as Jimmie was seen in full pursuit of Louis, in an endeavor to recover some gadget, he, Louis, clutched firmly as he made his getaway.

* * *

Insurance Note

If $15,000 were invested at 6 per cent, and principal and interest used at the rate of $100 a month, the money would last 22 years and three months.

* * *

B-r-r-r

A temperature of 90 degrees below zero Fahrenheit at Werchojansk, Siberia, on Jan. 15, 1885, is believed to be the lowest natural temperature ever recorded.

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Oak and Broderick

By J. L. EDMISTON

R. O'Lanie, who was in the Navy at one time, went out to the Golden Gate to watch the fleet come in. He said it was a wonderful sight to see the eighty-seven ships passing through the Golden Gate.

The stork made a visit to Tony Boehnen and wife leaving a fine 8-pound baby boy. Glad to state at this time that mother and boy are doing nicely.

Jimmie Skiadas, who is quite a wrestling fan, took on his nephew for a short bout. Jim was taking the part of Londos and the nephew, "Man Mountain" Dean. When Jim tried to give the nephew a "body scissors" and the nephew gave him a "toe hold" he was crippled up for a few days. Jim intends to take up wrestling seriously and expects in a short time to take on some of the best of them.

Conductor J. G. Baillie, one of our champion fishermen, who fishes without much luck, has taken to raising cat fish, so any information you desire in fish or fishing, see J. G.

Bill Moore has returned to work after spending some time down on his father's ranch near Atwater. Bill is quite a rancher and likes it very much down there so don't be surprised to hear of him going back to the farm in a short time.

Percy Mason and wife spent their Christmas vacation at Rupert, Idaho, visiting relatives and friends. Percy said they had a wonderful time and saw plenty of snow on the trip.

A. Carlson, H. Barrill, J. Mosk, L. Barba, Frank Boylan and George Hassell were some of the lucky extra men to get a Christmas hold-down. They were all well pleased and said that it was just like getting a real present from Santa Claus himself.

Conductor T. R. Rontree spent the holidays in Los Angeles. He said he had a wonderful time and enjoyed visiting the different studios in Hollywood.

Conductor L. R. Stevens took a chance and won a diamond ring just before Christmas. L. R. must have had a horse shoe in his pocket and he says that he still believes in Santa Claus.

Conductor Thomas Darcy spent his holiday vacation in and around Stow Lake. Tom believes in plenty of fresh air and sunshine so took advantage of the wide open spaces around the lake.

Bill McClelland spent the Christmas vacation in Santa Barbara, visiting his daughter and family. Bill is a grandpa and takes a great delight in being among his grandchildren, especially during the holidays.

New Year's resolutions:

Jimmie Hynch swore off. No more soda pop.

Edward James Keating — To work the whole year without a day off.

Bennie Finckelstein — No more horses.

F. W. C. Smith—No more swimming around Seal Rock.

Bill Clark—No more "whoopee" on New Year's.

Ralph Cowden — To live a happy married life.

Roland Reeves—Turning over a new leaf—No! A whole book.

George Tyers — Bigger and better fish this year.

Emil Tews — To settle down to a happy married life.

Lester Harper—No more oversleeps.

Robert Larsen.—For bigger and better motormen.

Conductor Roy De Witt is a grandpa now of a fine baby boy weighing 7 pounds, 13 ounces, and is he proud! Glad to state at this time that mother and baby are doing nicely.

* * *

Motorman Mervin Henry was happily married to Margaret A. Logan on January 3, 1935. Oak and Broderick Division offers congratulations to the happy couple.

* * *

The following motormen at Oak and Broderick Division had no chargeable accidents during the six months from June 1, 1934, to November 30, 1934:

Anderson, E. A.
Almos, T.
Anderson, Jno.
Boone, C. M.
Bartling, A. F.
Barrill, H. A.
Barnett, C. J.
Clark, W. F.
Clark, A. E.
Craig, J. E.
Calkins, C. M.
Coulson, C. A.
Duke, E. B.
Douglas, S. W.
David, F.
Davis, W. G.
Dillon, A. B.
Estus, H.
Fleming, E.
Gillingham, F.
Good, C. L.
Heintz, C. Y.
Hutchinson, J.
Heniey, R.
Holzmuller, W.
Jablonski, S.
Jewell, E. S.
Jenkins, W.
Kulis, M. L.
Lasater, C. E.
Lewis, J. E.
Langer, F.
Lacey, H.
Moore, C. F.
Miller, H. J.
Marshall, T.
Milne, J. G.
Miller, J. B.
Melville, E.
Miller, J. C.
McCullough, T.
Noll, H.
Navarra, J.
Petzold, E. J.
Paterson, J. H.
Quistad, J. R.
Rice, J. G.
Seegos, P.
Stevens, W. H.
No. 966
Stocker, A. A.
Stevens, W. H.
No. 914
Skiadas, J.
Simpson, G.
Treanor, J.
Wollesen, A.
Wierzbick, S.
Wilson, J. L.
Wiedl, A.
Wynn, J. J.
Young, H. E.

* * *

Invalid

Postage stamps cut from embossed stamped envelopes or cards are not valid when attached to other mail matter.

The following list gives the names of conductors at Oak and Broderick Division who were not on the short and over list for the month of November, 1934:

Allen, R. B.
Birman, J.
Belden, R.
Boehnen, B.
Carr, S. N.
Coder, C.
Darcey, T.
Finkelstein, B.
Florence, F.
Gold, A.
Gedgate, F.
Hendricks, C.
Havens, E.
Lusto, A.
Leiss, E. C.
Lucier, A. C.
Love, S.
Maloney, M.
Meyers, W.
McCarthy, R. E.
McClelland, Wm.
McClelland, B.
Nichols, J. L.
O'Connor, J. J.
Rosemeyer, J. C.
Rudiger, C.
Seamas, J.
Siegel, S.
Wilks, J. D.

* * *

Fond Parent

She watched him gazing down at their first-born. Wonder, admiration, rapture, incredulity chased across his face. She stole up and said, tenderly: "Tell me your thoughts, dearest."

"How can they make that cot for 15 shillings?"—Ottawa Citizen.

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By JAMES O. BITTLES *and* DANNY DONOHUE

Another Christmas and New Year have passed on. How many more, how many? Time knows no calendar. Time is continuous. If you made any resolutions for the old year and kept them, you won't have to make any for the new year.

Sometimes we greet the New Year with a headache and it leaves us with a heartache.

One thing about Christmas, it puts a lot of clean shirts and ties on the boys.

Of course, we all got just what we wanted.

That Emporium girl must have got her gifts mixed because she gave Conductor Nerio a jar of sta-comb.

A certain girl did not get a bracelet, for Conductor Cox changed his mind.

After playing with the toys for a week, Conductor Hayes let his child have them on Christmas day.

Did you see what she gave Honey Boy Hester? I can hear the chime of bells and smell of the orange blossoms.

That must be a Christmas tie Conductor Reinhardt is wearing, for we know Willie would never pick it out himself.

We heard of one motorman who bought a five-pound box of chocolates over on Fillmore Street and his wife did not get it.

What motorman rings his bell when passing a certain Mission Street theatre and her pet name for him is Ding-dong?

Conductor Papale now gets shaved at Seventh and Mission. What, no barber shops around 28th Street?

Conductor Hogan got about a dozen ties for Christmas. Don't you wear socks any more, Jim?

Of course it is nice to give some excuse when you go home late, but Motorman Gallo tried to spring the extra trip one.

Motorman Flynn is back on the inside of his big overcoat. Pat is thinking of having it vulcanized.

Conductor Parmely is walking around with a cane. He got into an argument with a safety zone button.

Conductor Roy Gallagher now has to use his police whistle for his protection. Time for the slippers, Roy.

Conductor McCarthy is now skipping rope to reduce. Why not cut down your potatoes to five a meal, Joe?

John Carboni wants to know if his flagman's shanty comes under the National Housing Act as he wants to add a sleeping porch to it.

Just as soon as Motorman Carroll opens up his overcoat we can tell the color of his Christmas gift.

It looks as if Conductor Bush has been listening in to that broadcast "Eating your way to Health."

Motorman Adams spent a very quiet Christmas. Yes, Elmo sat by his radio and listened to the various church services.

Motorman George Brown is on the job again. If George keeps on losing weight, like he is, it will take a search warrant to find him.

That sheet of paper you see Conductor Johnny McKeown reading is just some New Year resolutions he is trying to memorize.

Conductor Carter took a box of lump sugar out to police horse stables in Golden Gate Park Christmas morning.

That recent fire in Daly City is being investigated by Conductor McGrath as it made him late for work.

We saw Motorman Harry Lang at the East-West football game. Harry was all dressed up in his Arabian outfit as part of the Shrine band.

If a main fuse did not blow once in a while a motorman would never know that he was all out of them.

Motorman Howett is working again. It seems that Santa Claus knocked Dave for a loop.

When Conductor Jack Cain speaks over the telephone he reminds one of Andy. He does not know which one he is speaking to.

Motorman Young had a shadow cast over his Christmas, his mother having passed away during the week.

And we close this column with a "Happy New Year."

We are glad to learn that Conductor Pete Nerio is getting along favorably from his serious operation. Hope to see you soon, Pete.

Following is a list of the boys at 28th Street Division who are absent from duty through sickness. We will all be glad to see you on the job again soon:

Fehring, U. B.	Philbrook, C. O.
Lowder, E.	Johnson, J. F.
Boitano, B. J.	Borreo, W. W.
Merrill, F. W.	Nerio, P.
Carter, H. M.	Conrad, W. M.
Papale, J. J.	Parmely, J. W.

The following named conductors of 28th Street Division have had no remittance errors for the month of December, 1934:

Adams, R. F.	Keegan, W. M.
Beebe, R. R.	King, W. E.
Borreo, W.W.	Leahy, F. P.
Brannigan, R.	Lang, F. E.
Brill, A. C.	Ochesky, H. L.
Broshious, W. F.	Parker, E. I.
Carter, H. M.	Parmely, J. W.
Clemo, C. E.	Patterson, T. A.
Cooke, A. T.	Peak, C. J.
Cox, S. E.	Rallis, G. N.
Curtin, D. J.	Siemans, D.R.
No. 1693	Siess, R.
Davis, O. M.	Silvey, F. R.
Forslow, E. E.	Simon, E.
Headden, J. M.	Smith, R.
Healy, W. M.	Stout, V.
Hefferman, C. J.	Sutilef, C. R.
Houston, A. H.	Vanarsdell, V.
Hoy, O.	Whelton, C.
Hughes, F. C.	Wiser, J. H.

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The following named motormen and gripmen of the 28th Street Division have had no chargeable accidents for the past six months July 1, 1934 to Jaanuary 1, 1935:

Adam, E. C.	Jones, H.
Allard, E. A.	Jones, J. H.
Andre, H. P.	King, B. V.
Attebery, J. E.	King, H. G.
Atteberry, W. L.	Knox, J.
Beagle, J. S.	Leamon, R. P.
Biboli, D. C.	Lowder, E.
Bishop, H. N.	Luddick, H. F.
Boitano, V. J.	McPhun, C.
Botts, H. L.	Merrill, F. W.
Brothers, L.	Munday, O. H.
Burns, E. E.	Olden, C. E.
Bushong, O. D.	Osterode, F.
Cain, C. B.	Panos, G.
Campion, J. J.	Penick, J. N.
Cooper, R. L.	Policori, F.
Cullen, T. P.	Santoni, C.
Dunkle, W. W.	Schleub, A.
Easter, C. D.	Schuback, J. H.
Fehr, F. E.	Sheridan, R. C.
Flynn, P.	Strohecker, W.
Fuller, J. C.	Swanson, K. F.
Gallo, C.	Thompson, W. A.
Gordon, L.	Tyson, O. C.
Goumas, P.	Van Winkle, B.
Hagemann, G. E.	West, W. H.
Hanneman, C. F.	White, G. H.
Harrison, J. S.	Wilkening, F.
Hatzis, J.	Williams, C. T.
Healy, T.	Willman, J.
Holtzen, F. R.	Witt, R. H.
Horton, J. B.	Woodard, G. D.
Hugh, E. H.	Young, H. W.
Jones, F. S.	Zucconi, E.

CONDUCTORS!
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Geneva Eight Wheel Gossip

By G. H. MAGNUSON

We are very sorry to report that there is not more news as our Division Editor, Mr. Gust Magnuson, is still on the sick list after having an operation at the St. Francis Hospital.

By the time this issue goes to press we hope our editor will be back at work, after spending some time at the St. Francis Hospital with all the little angels in white.

Conductor Bill Brown can now be seen on his run on Mission Street, after having a nice long vacation at the St. Francis Hospital. Brown is looking fine.

Motorman Matt Kenny has turned over a new leaf for the New Year by having his first oversleep. Poor Matt is now blaming everything on his wife for not showing up on time.

We were informed that the Bylles-by Post, Number 3000, Drill Team invaded San Jose, California, Sunday, January 6th, and captured second prize, after only ten days of drilling. We all hope you boys have better luck next time and come back with first prize.

Tall Yarns from Geneva

When Motorman Butler was in the army, he had a mule that was so well trained that at his order it would obey instantly.

One day he was out hunting rabbits and the rabbit he was after ran so fast that it ran over a cliff. Sam followed it and discovered he was falling about a thousand feet. Just before he hit the bottom he hollered **"Whoa, mule!"** and the mule stopped in mid-air two feet from the bottom. The rabbit was killed but Sam and the mule were saved. After hearing this yarn Motorman Woodrow said, "that's nothing, when I was going to sea I remember one night it was so foggy that it held the ship back so much that the captain ordered the crew forward with big knives to cut the fog away. It was so thick that when we cut it we could hear it splashing in the water." Conductor Jacobs said, "I'll tell you a better one than that. When I was a golf professional, I drove a ball so far one day that it did not come back for a month, and when we did find it, it was covered with ice and there was a tag on it saying, 'COME UP AND SEE ME,' signed the QUEEN OF LIARS."

It Just Can't Be Done

Your inquiring reporter happened to meet the new baby at Johnnie Welch's house the other night and was he a mad baby. Getting him off in a corner, I finally got the whole story. He said he wasn't complaining because he supposed all new babies got mauled around by their proud parents and relations. What burned him up was this lap-sitting business.

He liked Daddy's lap the best because there was lots of room to wiggle around. Uncle Pierce's lap wasn't so bad, not so much room but at least it was sittable.

"But how in the world," he wants to know, "am I supposed to sit on Uncle Frank's lap when he has to stand up in order to have any lap at all."

W. S. T.

Following is a list of motormen and motor coach operators from Geneva Division who had no chargeable accidents during the six months from July 1, 1934, to January 1, 1935:

Adams, C.
Adams, W.
Bedford, A.
Bedford, C.
Bechtold, J.
Benone, F.
Blakeley, C.
Brackhahn, W.
Brayshaw, J.
Brodbeck, A.
Butler, S.
Cantoni, J.
Conrad, W.
Conte, J.
Cook, A.
Currie, R.
DeMarie, J.
Dittero, C.
Doran, T.
Dussourt, C.
Euchler, C.
Florence, N.
Fenton, C.
Fitzpatrick, M.
Frescura, J.
Gannon, E.
Garabaldi, A.
Gordon, C.
Gikas, C.
Grassi, W.
Hagan, F.
Harrison, G.
Hayes, W.
Heinzman, V.
Hess, A.
Hollen, M.
Hoey, H.
Isola, J.
Johnston, B.
Jones, H.
Kenny, M.
Knight, J.
Latrouel, F.
Leis, W.
Lewkowicz, M.
Lusk, W.
McDevitt, J.
McCune, E.
McManus, F.
McNeil, J.
Mann, B.
Menendez, M.
Mesusan, C.
Milliken, L.
O'Malley, J.
O'Neil, F.
Piffero, A.
Preston, J.
Psarris. N.
Quint, A.
Ray, A.
Ray, E.
Refatti, D.
Restani, C.
Robinson, N.
Rothfuss, H.
Schelley, L.
Schepp, N.
Scialenca, J.
Shroyer, W.
Slade, C.
Stack, C.
Stamos, N.
Streich, A.
Swager, M.
Tanner, M.
Taylor, L.
Taylor, W.
Vissas, F.
Wade, S.
Walters, R.
Walters, F.
Welch, F.
Welch, P.
Wells, T.
Wetzel, R.
Wilson, G.
Wood, C.
Woodrow, O.

Star Gazing

According to the United States Naval Observatory, there are about 7000 stars visible to the naked eye.

The following is a list of conductors and operators at Geneva Division who made no remittance errors in their turn-ins during the twenty-eight days from November 22, 1934 to December 19, 1934:

Albrechtson, J.
Adams, W.
Baldauf, W.
Brown, L.
Bruzzone, E.
Case, D.
Churchill, P.
Dittero, C.
Dussourt, C.
Ensley, J. A.
Falkenberg, C.
Fleiger, B.
Galligan, B.
Gardner, B.
Gentile, P.
Guttman, M.
Hennessey, G.
Johnson, C.
Knight, J.
Lusk, W.
Maher, E.
Memendez, M.
Osuna, P.
Quint, A.
Stoner, L.
Tennler, A.
Toledo, J.
Warner, O.
Welch, F.
Welch, J.
Williams, G.

Ancient City

Damascus, the chief city of Syria, was an important city in 2000 B. C.

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24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP

A Happy New Year to you. No matter whether 1934 brought joy or sorrow, no one can deny that 1935 holds out more promise of a brighter and happier experience for all. So let our motto be:

IT'S GREAT TO BE ALIVE
IN NINETEEN THIRTY FIVE.

Cupid has struck again! This time it's Ray Marshall. And Ray, hearing his new sweetie was wild about George Raft because he was such a wonderful dancer, is now spending his spare time and money on dancing lessons. How about giving us a demonstration of the Continental, Ray?

And Carracciola is not a new dance from South America, but the name of a German auto racer who just established a new speed record for small cars.

"Pardon my southern accident," says Motorman Williams, "but I've just been drinking out of a Dixie cup."

A word to the unemployed: There are 10,000 more churches than there are clergymen in the United States.

Dave Mattley appeared at the barn one Sunday morning with a black eye and a new alibi for same—he fell out of bed.

The oldest street railway in the world, the New York and Harlem Line, changes to bus operation after a hundred and two years of continuous service. It started operation November 14, 1832, the first company in the world to provide local transportation by rail, with two gorgeously painted horse drawn carriages and one mile of double track via 4th Avenue, the Bowery to the Harlem River.

Elaborate ceremonies marked the inauguration of service. Mayor Walter Browne, the city council and distinguished guests from every walk of life turned out to see the show. Bowery windows were filled with the curious.

Vice-president John Lozier, to demonstrate the safety of this new mode of transportation, instructed both drivers to bring their cars to a quick stop from a quick gallop, on a pre-arranged signal. The first coach, carrying city officials, was in charge of "Lank" O'Dell, veteran stage coach operator, who performed admirably and brought his coach to a quick stop. The second coach, carrying company officials, was in charge of a local hack driver, who forgot to apply the brakes and just yelled "Whoa!" at the horses. Despite the attempts of the horses to stop, the wagon tongue crashed into the coach ahead. Thus the first accident in street railway history.

By 1834 the system had grown to four miles of track, and was supplying a 15-minute headway at a 12½-cent fare. In 1851 the Park Avenue tunnel was constructed, and is still in active use. In 1870, when Hallidie was experimenting with the cable railway in San Francisco, the New York and Harlem experimented with a storage battery car that proved unsuccessful. In 1897 they adopted electricity.

They have now 143 passenger cars carrying annually 13 million passen-

gers which will be replaced by 77 new 40-passenger transit type yellow coaches with the motor mounted in the rear.

The New York Railways also purchased (at a foreclosure sale) the Bleecker Street and Fulton Ferry Railway. Their 15 surface cars and two and one-half miles of track will also be replaced by busses.

Motorman Joe Andretty didn't seem to possess that Christmas spirit. And the reason? It seems that the shopping traffic delayed him on his pull in trip and he missed his favorite Howard Street car home. So he spent the twelve minutes he waited for the next one panning the holiday season, etc. When he finally was on his way home and half way to Daly City he suddenly remembered he had parked his Ford in front of the car house.

Hollywood had only 60 divorces in 1934, as against 84 in 1933.

Believe it or not, but Otto Werter wrote to Santa Claus and asked him for one of those new electric retrievers put out by the Ohio Brass Company. Just push the button and it pulls down the trolley. And we know plenty of conductors who just can't keep off the short list who would probably appreciate one of those new non-registering fare boxes just introduced by the Pitt Corporation of Kansas City.

The rich man goes to Switzerland for the skiing. The poor man goes to Oakland for the bridge.

Did you know that Japan used to build warships for the United States government? Itza fact!

Harry Meeks was the victim of the freak accident of the year. He was standing on the curbstone waiting for a street car. An auto drove up and the driver, recognizing Harry's uniform, threw open the door to ask him a direction. The door struck Harry in the face, requiring three stitches to be taken on his upper lip.

Little drops of water,
Little grains of sand,
Makes her a beauty clay,
So she can win her man.

The University of Pittsburgh is the world's tallest schoolhouse — forty-one stories.

Although the Seattle Municipal Railway saved $521 daily by a so-called "looping" system, it proved so disadvantageous to public and merchants it was abandoned less than four months after it was started.

"Unless some plan of refinancing the Seattle Municipal Railway is arranged the system will break down within a year," says James Scavatto, chairman of the Utilities Commission. "We can't rehabilitate out of revenues. We need a ten million dollar Government loan to be repaid in 30 years." The city still owes $8,336,000 of the fifteen million dollar purchasing price agreed upon 15 years ago.

A definition of something or other is this speech of a gallant young swain to his sweetie:

"Won't you step into the garden, dear? I would like my roses to see you."

This is the first issue of the fourteenth volume of the "Inside Track." That means your magazine is thirteen years old. Mr. Pinkney, the radio technician of Twenty-eighth Street Division, has a complete set of 154 magazines from the time they were first issued in March, 1922, up to the present time. Is there anyone else with a complete set?

...HAVE PRESTON

Set and regulate your watch. Will be at your car house in the evening, every two weeks.

ROOM 210 PHELAN BLDG.
Telephone DOuglas 1459
Official Watch Inspector for
Southern Pacific, Western Pacific and Northwestern Pacific Railroads.

James Allen is known by the name of "One Round Allen," because when he has imbibed his favorite beverage —a big malted milk with a raw egg in it—he is willing to go "one round" with anyone in the house. Although Jimmie may be quite a fighter himself, those young fellows he takes under his managerial wings haven't been making a very good show. Take for instance the poor results of Gene McIsaacs at the Building Trades Temple that Saturday night. But Jimmie says he is not responsible for the poor showing Harry Meeks made at the Golden Gloves tournament, as Harry broke away from his management and was being trained by a woman—a blonde at that.

* * *

An old timer is a guy who remembers when S. H. Langley was acting inspector and he went hunting "wild" ducks on top of the Twenty-fourth Street hill. It happened the only thing wild about the ducks was the ducks' owner when he found out about it.

* * *

In the American Transit Association Bulletin 461 we find that accidents in 1933 were 6.66 per cent below the year previous. This remarkable achievement is more fully appreciated when it is considered that the 159 companies upon whose records these figures are based operated 800,000,000 miles through traffic lanes with millions of all other sorts of vehicles.

The 1933 average was one accident for each 146,000 passengers carried safely to their destination; 85 per cent of this represents accidents where personal injuries were sustained. There was one fatality for every 225,000,000 passengers; 16.91 per cent of those injured and 43.31 per cent of those killed were in accidents involving automobiles, and not street car passengers. The costs of accidents were reduced 18.62 per cent. The costs of accidents represents 3.76 per cent of revenues received.

* * *

Remember:

IT'S GREAT TO BE ALIVE
IN NINETEEN THIRTY-FIVE.

MANAGEMENT BY MANAGERS

"Ordinarily the management and managerial policies of a privately owned utility company should remain in the hands of its executive officers who are . . .familiar with the necessary development to meet future demands of the public," said the late Richard T. Higgins, President of the National Association of Railroad and Utilities Commissioners, in a recent address. "Regulatory commissions with their numerous duties pertaining to many different classes of utility operations may not be qualified and should not be expected to act as executive or managerial agents of the several companies, but wherever there is found to be a destructive managerial policy or flagrant violation of sound executive judgment, the commission should take such action as will necessitate a change and correction of the company's policies for the public's interest."

That certainly seems simple and sensible and no doubt reflects the viewpoint of most commissioners. Yet there are growing demands—largely resulting from political attacks on the utilities — for legislation which would take management questions out of the jurisdiction of owners of properties, and make them the province of state commissions.

One wonders how rapidly utilities would have developed in the past had that policy been in effect. State commissions are ordinarily highly efficient bodies—but they are necessarily made up of men who have no personal interest in utilities. The magnificent standard of electric service we have in America has been due to the fact that the people who put up their money to build plants, took all the risks—they gambled, and sometimes they won and sometimes lost. They were comparatively free agents, and there were no artificial barriers to progress and achievement. Should management be subjected to the rule, in all matters, of an outside body, the spirit of enterprise would be lost—to the ultimate deterioration of service.

We wish the following boys at Washington and Mason Division birthday greetings: E. Hart, J. Touras, B. Zelles, D. Strathearn, L. Cash and W. Cain.

Boys! Let us all work together and see if we can make a better showing than we made in 1934 in the "Safety League." There is no reason why we cannot lead the "Safety League" during the year 1935. We all must pull together.

Conductor D. O. Kelley spent a few days at Salt Lake City last month, and by all reports had a very good time.

Gripman Frank Orsi bought a bull dog one day last month and the very next day somebody stole the dog.

Gripman J. J. Cannon says he is just crazy about wild game. Jack, if you see Johnnie Herlihy, we know he will be able to give you some.

Anybody that would like to get a new head put on their auto engine, see our expert mechanic, Gripman D. Buchignani.

Gripman "Swede" Schaldack sure was glad when he heard we were not going to change runs on the 6th of January. Well, "Swede," you will be able to take Hilda out for a couple of Sundays more.

We all wish the following new men lots of good luck, and hope they stay in our family for years to come: J. Dugan, W. Taylor, L. Valva, R. Bowdish and R. Silva.

We have been very much disappointed lately as our sheik, Gripman L. A. Johnson, has not received any telephone calls. What's the matter, Johnson, did all the lady friends go back on you?

Jap Movies

Japan produced 750 feature-length moving pictures last year.

Our old friend, ex-Gripman W. P. Hunt, passed away December 8, 1934. To Mrs. Hunt and family we extend our heartfelt sympathy.

We were all sorry to hear that Gripman Wm. Stark met with an accident and passed away on December 18, 1934. To Mrs. Stark and family we extend our heartfelt sympathy.

The following boys have been on the sick list, and we hope to see them back on the job real soon: S. Bailey, C. Giannini, M. Sares, N. Popadakis, W. Pennington, G. Ntalles and H. Cohn.

Conductor Harry Cohn met with an accident on December 29, 1934, and broke a small bone in his leg. We all wish you a speedy recovery, Harry.

We are anxious to know where Conductor Thomas Boyle went one evening recently?

We heard that Day Dispatcher George A. Jewett took a trip to San Mateo while he was on his vacation. George is back on the job once more, and is looking younger than ever.

TOOLS METALS
SHOP SUPPLIES
Everything for All Classes
of Work in Metal
C. W. MARWEDEL
ESTABLISHED 1872
76 First Street San Francisco
Telephone DO uglas 4180

Turk and Fillmore "Truth and Fable"

By D. S. FLOWERS

The New Year of 1935 is just an infant, but like all new years it has much to offer. Confidence is necessary for success. Without confidence in yourself and your ability you would fail in the best of years. So, while we go deeper into this New Year, let us continue to have confidence, and endeavor to achieve the highest success in our various walks of life.

At this writing our Division Editor, Don Flowers, is still confined to his bed. He has been seriously ill since Christmas. He has, however, been able to collaborate with Motorman Bethell in putting out this issue.

The boys hope to see "Don" back on the job soon.

As Don would say, "Omar says":

Wake! For the Sun, who scatter'd
into flight
The Stars before him from the Field
of Night,
Drives Night along with them from
Heav'n, and strikes
The Sultan's Turret with a Shaft of
Light.

Conductor Scott invited Conductor Shurgin out to his house for a turkey dinner. As dinner progressed Scott noticed that Shurgin wasn't eating. "What's wrong, Pal?" says Scott. "I'm waiting for the mustard to cool," says Shurgin.

Help Me, Hannah!

Did you fellows pipe the sweater Motorman Hearst had on the other day? It had every color in the rainbow, and a couple thrown in. Why the camouflage, Hearst?

You know there never was a woman president of the United States. That's because they have to be over thirty years old. Now, they say, they are sixty years old.

In the next issue will be the results of last month's race—it sure was a hot one, but there was a dark one entered. I hope you had the winner.

We never knew there were so many twins at Turk and Fillmore Division. Any fellow that changes fenders at Broadway is called "Casey" by the gang. Probably we've worked together so long, we're beginning to look alike.

Some woman in Reno, Nevada, was granted a divorce after testifying that her husband dropped snakes down her back. It's getting so a married man can't have any fun any more.

The human body contains about 230 joints (or fifty less than the average number on Fillmore Street since the return of beer.)

Motorman Bethell: "How much better off a man would be if he would take his wife's advice."

Mrs. De Bord: "Yes, I have told Bill time and again not to bet on horses that don't win, but he will do it."

The boys are wondering if Conductor Boothe is Scotch. Why no, just because a man is left handed and keeps his money in his right hand pocket is no reason to wonder.

The motormen at Turk and Fillmore Division listed below have had no chargeable accidents for the past twelve months or over. The number at the right of the name is the total of months without an accident.

Anderson, M.	108
Blue, F.	35
Boschetti, M.	15
Balthasar, E.	21
Bethell, J. W.	14
Burns, M.	21
Carley, L. S.	38
Cleaveland, G. H.	14
Funnemark, C.	60
Himes, J. W.	21
Rohrer, M.	41
Rich, H. W.	52
Ray, B. H.	33
Stevenson, D. K.	98
Stenberg, A.	104
Smith, E. E.	31
Strong, E. L.	107
Summers, C. E.	35
Sawyer, J. C.	35
Tamblin, J. A.	23
Wallace, M. W.	13
Watts, C. F.	78
Zitzelsberger	111

Listed below are the names of conductors at Turk and Fillmore Division having fewest errors, and the number of errors, for the year 1934.

Kennedy, C. W.	1
Beck, C. O.	2
McCullough, J. K.	2

Sorry we had to be so exclusive, but the general average for the other conductors has been one error per month.

Seeing that "Pop" England is going to take up tennis, will someone kindly donate him a pair of shorts?

Motorman Engle says that's his name, but I know different, fellows, for I saw the name on his towels, and it's "Pullman."

Do not let others do for you what you can do for yourself.

When Conductor Clendenin came on the cars, the doctor in examining his eyes asked him to read the top line of a test card which ran XHVQ IBTFKZ. Silence reigned for a few minutes and finally the doctor asked, "Can't you even read the letters of that size?" Clendenin answered, "I can see letters all right, but I can't pronounce those foreign words."

Get Conductor Shurgin to tell you the sad story about a dog. Believe you me, it's distressing.

When Motorman McLaughlin said, "I'm almost dead," who was the guy that said, "You have been, Mack, ten years, only you won't lay down"?

Will someone please take Conductor Liff into a dark corner and explain the meaning of oversleeps?

A FISHY STORY

Gather round boys, and you shall hear,
The biggest fish story of the year.
Mezza and Bradbury with rods and reels,
Caught a big fish. Oh, boy! How it feels!
One yard long and not a bit less;
I saw the fish, now you guess the rest.

George Haber, night shopman, can't figure it out. He's taken three cans of corn syrup and his feet still bother him.

THE HANDICAPPER

Flying Tamblin	wt.
Too much weight here	203
De Bord Special—	
Runs well at times	210
Smokey Moss—	
In with too much speed	180
He Burns—	
Closes fast in stretch	178
Robin Son—	
Dangerous contender "Tab"	250

BEST BET

Little Barrett—	
Will be the one to catch	100

And if you want to enjoy Christmas read a Christmas carol by Charles Dickens.

* * *

This issue is the last for the year 1934—and an eventful old year it has been, with its ups and downs. It is a privilege to be living in these times when world history is in the making.

* * *

The Modern Father

He had gone into the library to put the thing up to her father and she was anxiously waiting on the front porch.

"Well," said the suitor when he returned, "he asked me how I was fixed and I told him I had $3000 in the bank."

"And what did he say to that?"

"He borrowed it."—Arcanum Bulletin.

* * *

Enterprising

"That fellow made a fortune selling antifreeze solution last summer."

"Antifreeze in the summer!"

"Yeah. He sold it to banks."

* * *

Didn't See It

A sympathetic lady was delighted and thrilled by a sailor's narrative of how he was washed overboard during a gale and was rescued only after he had sunk for the third time.

"Of course," she commented, "after you sank for the third time, your whole life passed before your eyes."

"I persoom it would have done it," he answered, "but as I had my eyes closed tight shut, I missed it."—Pathfinder.

* * *

Madison's Amendments

President Madison wrote the first 10 amendments of the Constitution of the United States.

Hands Across the Sea

The Atlantic Ocean is crossed by 21 cables.

* * *

Is a cauliflower on an ear a vegetable or a flower? Ask Shurgin, he is in the business.

* * *

Liberty Bell

America's famous Liberty Bell was cast in England in 1752.

* * *

The Tiger

Master Stripes is a common name for the tiger in India.

* * *

Patrick's Problem

Pat had just started work in the pit, and was put in charge of a pit pony. He was leading it along a passage when he came to a part where the roof was too low for the pony to pass under.

Taking his pick, Pat proceeded to hack at the roof, intending to make the hole larger, when the foreman rushed up, shouting: "You should never hack at the ceiling like that. Use your shovel and scrape away from the floor."

"Ah!" said Pat, "you can't fool me. It's the pony's head that won't go through, not his feet."—Labor.

* * *

I find it exceedingly jolly,
To ride to and fro on the trolley.
To work and to play,
'Tis the easiest way.
The expense of an auto is folly.
—V. Polka.

* * *

Ice Cream Tree

The "ice cream tree" grows on the tableland of the near-tropical regions of Ecuador and Peru, where the natives know it as the cherimoya; but its fruit tastes so much like our most popular dessert that it is often called the "ice cream tree."

AUTOS vs. TROLLEYS

NEW YORK, December 10. — Ninety-three per cent of all collisions charged to transit companies occurring during the year 1933 involved collisions with automobiles, according to an account in the December issue of the Transit Journal based upon figures obtained from the statistical department of the American Transit Association.

In approximately one-half of the total number of collisions reported by the transit companies, the transit company vehicles were struck in rear-end collisions, were side-swiped, or otherwise collided with by automobiles, with little or no contributory responsibility on the part of the street car or bus involved, this article points out.

Despite the steadily increasing congestion of traffic in city streets, transit records show a cut of 36 per cent in accidents per 100,000 miles of travel in the last seven years. According to the Transit Journal's story the total cost of accidents on a 100,000 vehicle-mile basis is reduced 13.87 per cent for the year 1933 over the preceding year.

* * *

That's Different

"Mr. Jones," began the timid-looking young man, "er—ah—that is, can—er—I—will you—"

"Why, yes, my boy, you may have her," smiled the girl's father.

The young man gasped.

"What's that? Have whom?" he asked.

"My daughter, of course," replied Jones, "That's what you mean. You want to marry her, don't you?"

"Why, no," said the young man. I just wanted to know if you could lend me $10."

"Certainly not," said Jones, sharply. "Why I hardly know you." —Unidentified.

Attention Car Men!

WE SPECIALIZE IN

RAILROAD WATCHES

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EASY PAYMENTS

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ROTHSCHILD JEWELRY CO.

704 MARKET STREET
7th Floor

Looking Backward

It is sometimes interesting and instructive to look backward and study the effects of our actions with relation to our ratings among others. Here we present a summary of both the Safety League and Remittance Record. It shows just how many times each division has been in each place for the year. For example, Third Street Division was in first place in the Safety League six months of the year, Oak and Broderick, three times, Twenty-Eighth two times and Twenty-Fourth one time.

In the Remittance record, Sutro stayed in first place for the entire year, a very enviable record. In the same manner, Oak and Broderick held onto sixth place. All other divisions changed around during the year.

1934 SUMMARY

Times each division has been in each place during year

DIVISION	1st	2nd	3rd	4th	5th	6th	7th	8th	9th
Third St.	6	6	—	—	—	—	—	—	—
Oak & B.	3	2	3	2	2	—	—	—	—
28th St.	2	1	1	3	4	1	—	—	—
Geneva	—	2	3	2	3	1	1	—	—
24th St.	1	1	3	2	1	1	2	1	—
Wash. & Mason	—	—	1	2	0	3	2	3	1
Turk & Fill. ..	—	—	—	1	0	3	4	3	1
McAllister	—	—	—	—	2	1	3	3	3
Sutro	—	—	1	—	—	2	0	2	7

1934 SUMMARY

Times each division has been in each place during year

DIVISION	1st	2nd	3rd	4th	5th	6th	7th	8th	9th
Sutro	12	—	—	—	—	—	—	—	—
McAllister	—	11	1	—	—	—	—	—	—
Turk & Fill. ...	—	1	9	2	—	—	—	—	—
28th St.	—	—	1	9	2	—	—	—	—
Wash. & Mas...	—	—	1	1	10	—	—	—	—
Oak & Brod. ..	—	—	—	—	—	12	—	—	—
Geneva	—	—	—	—	—	—	6	3	3
Third	—	—	—	—	—	—	4	6	2
24th St.	—	—	—	—	—	—	2	3	7

Explicit

A lady engaged an Irish cook, purchased apples and plums, and requested the cook to make tarts. Entering the kitchen next day she saw six tarts, each bearing the letters "T. A." in icing. The lady complimented her servant on her skill in pastry-cooking, and inquired the meaning of the letters.

"Well, ma'am," said Bridget, "I thought you might get mixed up, so them three with 'T. A.' means ' 'Tis Apples,' and the other three with 'T. A.' means ' 'Taint Apples'!" — Whitely Seaside Chronicle.

Raspberries

Raspberries are an American product, and have not been extensively cultivated in any other part of the world.

Complaints

DECEMBER, 1934

Division	Discourtesy	Fares	Transfers	Inattention	Total Dec.	Total Nov.
Washington and Mason	1	0	0	0	1	1
Twenty-Eighth	1	0	0	0	1	5
Oak and Broderick	0	0	0	2	2	2
Twenty-Fourth	2	0	0	1	3	3
Turk and Fillmore	2	0	0	1	3	4
Sutro	0	0	1	2	3	6
McAllister	3	0	0	0	3	4
Geneva	0	1	0	2	3	1
Third	3	1	0	0	4	1
Totals	12	2	1	8	23	27

Complaints for discourtesy seem to come in, regardless of our record and reputation for courteous conductors and motormen. There is little to say that might help reduce this trouble. This is a personal matter, that is, personal with each man and his passengers. The very fact that the public expects courtesy is probably the reason for the complaints.

SUMMARY—1934

	W&M	3rd	O&B	T&F	Gen.	28th	Sutro	Mc.	24th	Totals
January	0	0	2	2	5	4	2	4	0	19
February	0	2	2	3	3	3	6	2	12	33
March	1	0	3	4	6	3	4	1	7	29
April	1	2	3	0	3	3	4	3	5	24
May	2	3	2	0	5	4	2	3	3	24
June	2	0	1	4	3	5	2	6	3	26
July	0	1	0	1	1	1	1	0	2	7
August	0	2	5	4	1	4	2	4	2	24
September	2	0	1	4	3	1	1	4	1	17
October	0	2	6	2	1	3	4	4	3	25
November	1	1	2	4	1	5	6	4	3	27
December	1	4	2	3	3	1	3	3	3	23
Totals	10	17	29	31	35	37	37	38	44	278

Indian Name

Shenandoah, an Iroquois Indian name, means "Land of Big Mountains," not "Daughter of the Stars," as popularly believed.

Area of States

The average area of the 48 states is 63,057 square miles. Georgia, with an area of 59,265 square miles, is nearest the average size.

Not Worth Much

The chemical elements which comprise the human body, if isolated and sold at commercial prices, would be worth about a dollar.

Smart Birds

The mound builders, a family of birds inhabiting Australia, are hatched fully feathered and are able to fly the moment they leave their shells.

Commendations

DECEMBER, 1934

Division	Jan. 1, to Nov.30, 1934	December	Total for the year 1934
Geneva	29	6	35
McAllister	34	3	37
Sutro	23	3	26
Turk and Fillmore	11	2	13
Third	3	1	4
Oak and Broderick	35	1	36
Twenty-Eighth	46	1	47
Twenty-Fourth	24	0	24
Washington and Mason	11	0	11
Totals	216	17	233

A Good Record

Commendations received during the year 1934 make a very good record of courtesies extended to our riding patrons. This chart, together with the following summary for the year, is a good record for anyone to have, and we are proud of it.

SUMMARY—1934

	28th 1	McAll. 2	O&B 3	Gen. 4	Sutro 5	24th 6	T&F 7	W&M 8	3rd 9	Monthly Total
January	8	3	3	4	3	3	1	0	0	25
February	2	2	4	3	3	0	1	0	0	15
March	5	2	2	3	2	1	0	1	0	16
April	6	2	3	6	3	1	3	4	0	28
May	4	5	3	5	3	10	1	0	0	31
June	2	4	2	0	1	1	1	1	1	13
July	3	4	1	1	2	3	1	0	0	15
August	3	6	7	2	2	2	0	0	0	22
September	4	2	2	1	1	1	1	1	0	13
October	6	1	0	4	2	1	2	2	0	18
November	3	3	8	0	1	1	0	2	2	20
December	1	3	1	6	3	0	2	0	1	17
Total for year	47	37	36	35	26	24	13	11	4	233

Not That Low

A little girl on her way to school brought three new-born kittens to a Humane Society Shelter to be cared for during her absence from home. Being questioned as to why she didn't leave them with their mother, she exclaimed, with some heat:

"Why, that old cat doesn't know how to treat them properly. She just bites them and hauls them around by the neck. She isn't fit to be a mother. She's hardly fit to be a father."—Fourfooted Friends.

* * *

We Drink a Ton of Water Annually—

In the course of a year the average adult person drinks one ton of water.

Remittance Record

DECEMBER, 1934

Division	December	November	Rank in November
Sutro	23	24	1
McAllister	43	36	2
Fillmore	65	55	3
Valencia	69	56	4
Washington and Mason	83	71	5
Oak and Broderick	99	89	6
Third	140	155	8
Geneva	149	149	7
Twenty-Fourth	174	161	9
All Lines	99	93	

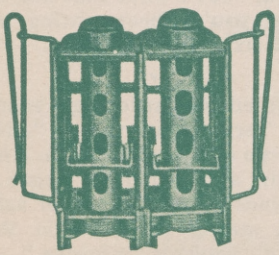
A Vast Difference

There is a vast difference between the first and last Divisions on this remittance record. Not just a few points, but 151 points. This is not to be brushed aside as a joke. There is no such difference in the money handled, and we are sure, there is no such difference in the ability of the men to count money. This can be stopped, and it should be stopped.

SUMMARY—1934

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Aver.
Sutro	15	17	25	18	16	11	35	27	20	24	24	23	21.3
McAllister	44	34	36	30	32	34	37	33	38	36	36	43	36.1
Turk & Fillmore	39	45	40	44	42	48	66	61.2	66	55	55	65	52.2
28th Street	69	59	56	53	55	55	51	61.6	69	56	56	69	59.1
Wash. & Mason	55	83	63	65	75	57	85	67	65	71	71	83	70.0
Oak & Broderick	95	87	85	83	88	78	96	85	72	89	89	99	87.2
Geneva	149	125	117	129	135	139.8	154	141	140	149	149	149	139.7
Third	142	161	137	135	142	139.4	140	110	138	155	155	140	141.2
24th St.	139	147	147	152	136	131	143	154	146	161	162	174	149.3

HOW DO THEY KEEP OFF THE "SHORT" AND "OVER" LIST
By Using a
JOHNSON UNIVERSAL CHANGER



Adjustable to eject a varying number of coins. Each barrel a separate unit, permitting interchange of barrels and the adding of extra ones when desired. Assembled in FOUR BARREL units for the Market Street Railway, consisting of one quarter, one dime and two nickel barrels.
IMPOSSIBLE TO MAKE A MISTAKE
Obtain in Employment Bureau, 729 Holbrook Bldg.
Mfd. by Johnson Fare Box Company, F. F. Bodler, Agent

EMPLOYEES' EXCHANGE

FOR RENT—Cosy room and private bath; kitchenette if desired; $12.50 month. Motorman H. Jones, 1159 Brunswick Street.

FOR RENT—One block from 28th Street car house, sunny 4-room apartment flat, just renovated — rent $19.50. Conductor D. Casotta, 25 Godeus Street.

FOR RENT: Sunny six-room cottage; garage; 125 Peoria Street, Daly City. Rent $25.00. Apply ATwater 6903.

RECREATIONAL USE OF NATIONAL FORESTS PAYS DIVIDENDS

For every acre of national forest land in California occupied by recreational uses under permit from the Forest Service the State receives $4.50, according to a recent survey made by L. A. Barrett, assistant regional forester of the Forest Service headquarters in San Francisco. These returns are made by the State to the 39 counties in which 8,000 recreational special use permits have been issued in the 18 national forests of California for summer homes, hotels, resorts, and municipal or private camps.

Recreational permits are the most intensive of all uses of national forest lands, according to Forest Service officials. The 7,500 acres occupied bring in a total of $135,000 per year in rentals, of which 25 per cent is returned to the State for distribution to the counties, in addition to what they collect in county taxes on recreational improvements having an estimated value of over $7,000,000.

A New Vegetable—

A new vegetable has been produced by crossing the Spanish gourd with the cucumber.

Forest Owners

Thirty per cent of the 400,000,000 acres of commercial forest area in the United States is owned by farmers.

Facts Gathered Here and There

Onion is Lauded by Scientists—

Scientists gathered at Venice recently learned that the common onion radiates ultra-violet rays and cures many human ills.

The Revelation

A pupil was having trouble with punctuation and was being called down by the teacher.

"Never mind, sonny," said the visiting school board president, consolingly, "it's foolish to bother about commas. They don't amount to much, anyway."

"Elizabeth Ann," said the teacher quietly, to a small girl in the class, "please write this sentence on the board: 'The president of the board says the teacher is misinformed.' Now," she continued, "put a comma after 'board' and another after 'teacher'!"—Baptist Student.

Mistaken

A lady entered and seated herself in a train by the side of a salesman. After a while the traveler said politely:

"Excuse me, miss, but—"

"If you speak, or annoy me, I'll pull the train cord" snapped the girl.

Whenever he attempted to speak, the girl threatened to give the alarm. At last the train slowed up at a station, and the traveler rose to his feet.

"I don't care whether you like it or not," he said, "but I want that bag of strawberries you've been sitting on for the last six miles."—Labor.

"Man wanted for gardening," reads an ad in a Terre Haute paper. "Also to take charge of a cow, who can sing in the choir and pump an organ." Which reminds us of the old ad asking for "a strong horse to do the work of a country minister." — Capper's Weekly.

CHOOSE YE

"It ain't so far from right to wrong;
The trail ain't so hard to lose.
I've seen the time I'd most give my horse
To know which one to choose.
There ain't no signs or guide posts up
To keep you on the track.
Wrong's sometimes white as driven snow
And right looks awful black.
I don't set up to be no judge
Of right or wrong in men,
I lost the trail one time myself;
But I'll not get lost again."

(*Apologies to James Foley.*)

—*Exchangite*

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THE COIT MEMORIAL

CAR NO. 15 TO

LOMBARD and POWELL STS.